



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-068

Issued: 11 May 2016

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A340 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Structural Parts / Joints – Modification / Reinforcement

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial number (MSN).

Reason:

An analysis conducted on A340 aeroplanes identified structural areas which are susceptible to widespread fatigue damage (WFD).

This condition, if not corrected, could lead to crack initiation and undetected propagation, leading to reduced structural integrity of the aeroplane, possibly resulting in rapid depressurisation and consequent injury to occupants.

To address this potential unsafe condition, Airbus developed a number of modifications (Mod) and published associated Service Bulletins (SB) for embodiment in service, to provide instructions to reinforce the various structural parts of the fuselage.



For the reasons described above, this AD requires the accomplishment of these modifications and reinforcements.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Before exceeding the applicable Structural Modification Point (SMP) for each action, as defined in Appendix 1 / Table 3 of this AD, as applicable, modify the aeroplane in accordance with the instructions of each Airbus SB, as applicable, as specified in Appendix 1 of this AD.

Ref. Publications:

Airbus SB A340-53-4151 Revision 01 dated 25 July 2006, or Revision 02 dated 15 March 2016.

Airbus SB A340-53-4218 original issue dated 14 April 2015, or Revision 01 dated 03 March 2016.

Airbus SB A340-53-4230 original issue dated 21 July 2015, or Revision 01 dated 15 March 2016.

Airbus SB A340-53-4231 original issue dated 16 July 2015, or Revision 01 dated 16 November 2015.

Airbus SB A340-53-5047 original issue dated 12 October 2009, or Revision 01 dated 01 April 2015, or Revision 02 dated 02 October 2015, or Revision 03 dated 29 January 2016.

Airbus SB A340-53-5073 original issue dated 13 May 2015.

Airbus SB A340-53-5050 original issue dated 16 October 2009, or Revision 01 dated 01 April 2015, or Revision 02 dated 28 September 2015.

Airbus SB A340-53-5070 original issue dated 09 April 2015, or Revision 01 dated 24 September 2015.

Airbus SB A340-53-5071 original issue dated 15 April 2015.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 22 June 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL. E-mail: airworthiness.A330-A340@airbus.com.



Appendix 1 – SMP / Modifications

[Each applicable SB defines the aeroplanes and configuration(s) for which the actions are required]

Notes referenced in the Tables below:

Note 1: LR = Flight Hours (FH) optimized set for aeroplane in Long Range (LR) operations; SR = Flight Cycles (FC) optimized set for aeroplane in Short Range (SR) operations.

Note 2: Weight Variant (WV) Group definition

Table 1

Aeroplanes	WV Group	Weight variants
A340-200	Group 42A	000, 001 and 002
A340-300	Group 43A	000, 001, 002, 003 and 004
	Group 43B	020, 021, 023, 024, 025, 026, 028 and 029
	Group 43E	050, 051, 052, 053 and 054
A340-500	Group 45A	000, 001, 002, 003 and 004
	Group 45B	101, 102 and 103
A340-600	Group 46A	000 and 001
	Group 46B	101, 102 and 103

Note 3: Window of Embodiment: For some modifications, it was deemed necessary to establish a “lower threshold” (as defined in flight cycles (FC) and FH, whichever occurs later, as specified in Table 2 of this AD), before which it is not advisable to accomplish the modification. For aeroplanes already modified before that threshold was reached, it is anticipated that accomplishment of additional maintenance tasks (modification/inspection), to be developed by Airbus, will be required.

Table 2 - Lower Threshold for Modification

SB	Applicability (Note 2)	Modification Not Before:
A340-53-5047	Groups 45B and 46B	3 800 FC
A340-53-5050	Group 46A	4 300 FC

Note 4: For aeroplanes that are close to, or have already exceeded the SMP threshold(s), as specified for each Action, as applicable, accomplishment of the modification can be deferred for a period not exceeding 12 months after the effective of this AD.

Note 5: The SMP limits in FH are not shown in Appendix 1 / Table 3 of this AD when they exceed the currently applicable certified limit (DSG or ISG) of the aeroplane. These limits in FH as defined in the listed SB are currently not applicable and may be introduced later in a new AD for A340-500/-600, depending on the outcome of the corresponding Extended Service Goal (ESG) certification.



An aeroplane complies with the requirements of this AD if all applicable actions from 1 to 9 defined in Table 3 of this AD are accomplished

Table 3

Action	Description of action	Applicability (Note 2)	Applicable SB (Equivalent Airbus production Mod)	SMP SR (Note 1)	SMP LR (Note 1)
				(FC or FH, whichever occurs first) (*) = Note 5	
1	Reinforce frames in rear fuselage area	Group 43B	A340-53-4231	23 300 FC / 69 700 FH	20 800 FC / 141 100 FH
2	Reinforce junction at level of FR54 of the fuselage	Group 45B	A340-53-5047	11 100 FC / 89 400 FH	
		Group 46B		10 500 FC / 72 400 FH	
3	Reinforce circumferential joint in area of FR72 between STGR5 and STGR11 LH and RH	Groups 45A and 45B	A340-53-5073	15 300 FC / 99 900 FH	
		Groups 46A and 46B		13 700 FC / 89 100 FH	
4	Reinforce orbital junction at level FR45 of the fuselage	Group 46A	A340-53-5050	14 190 FC / 92 200 FH	
5	Reinforce circumferential joint between frame FR53.6 and FR53.7 of standard TYPE 1 door area	Group 43E (Door TYPE 1)	A340-53-4218	15 400 FC / 61 900 FH	12 800 FC / 87 600 FH
6	Improve internal foot frame to roof frame splicing for rear centre tank (RCT) 5 and RCT 7	Group 45A (Pre-Mod 47968)	A340-53-5070	14 900 FC (*)	
		Group 45A (Post-Mod 47968)		12 800 FC / 98 000 FH	
		Group 45B		15 000 FC (*)	



Action	Description of action	Applicability (Note 2)	Applicable SB (Equivalent Airbus production Mod)	SMP SR (Note 1)	SMP LR (Note 1)
				(FC or FH, whichever occurs first) (*) = Note 5	
7	Reinforce frame couplings in rear fuselage area	Groups 42A, 43A and 43B (Pre-Mod 44593)	A340-53-4230	24 000 FC	
8	Reinforce stringer couplings in area of FR58	Group 46B	A340-53-5071	14 700 FC (*)	
9	Improve fatigue life of circumferential joint at frame 53.3	Group 43A (Pre-Mod 40123 and Pre-Mod 52911)	A340-53-4151 R01	27 900 FC	

