EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0136 **Date: 13 June 2014** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A330 and A340-200/-300 aeroplanes

TCDS Number:	EASA.A.004, EASA.A.015
Foreign AD:	Not applicable
Supersedure:	None

ATA 53	**Fuselage – Frame (FR) 40 / Fuselage Skin Panel Junction – Inspection**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, and Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, manufacturer serial numbers from 0176 to 0915 inclusive.
Reason:	During A330/A340 aeroplanes full scale fatigue test specimen in the FR40-to-fuselage skin panel junction, fatigue damage has been found. Corrective actions consisted of the following actions: - in-service installation of an internal reinforcing strap on related junction required by DGAC France AD 1999-448-126(B) and AD 2001-070(B), - retrofit improvement of internal reinforcing strap fatigue life through recommended Airbus Service Bulletin (SB) A330-53-3145, and - new design in production through Airbus modification 44360. The aeroplanes listed in the Applicability section of this AD are all aeroplanes post-mod 44360 and pre-mod 55792 (fuselage reinforcement at FR40 in production). Recently, during embodiment of a FR40 web repair on an A330 aeroplane and during FR40 keel beam fitting replacement on an A340 aeroplane, the internal strap was removed and rototest inspection was performed on several holes.

<table>
<tr><td></td><td>Cracks were found on both left-hand (LH) and right-hand (RH) sides on internal strap, or butt strap, or keel beam fitting, or forward fitting FR40 flange.

This condition, if not detected and corrected, could lead to crack propagation, possibly resulting in reduced structural integrity of the fuselage.

For the reasons described above, this AD requires repetitive rototest inspections of 10 fastener holes located at FR40 lower shell panel junction on both LH and RH sides, and, depending on findings, accomplishment of the applicable corrective actions.</td></tr>
<tr><td>Effective Date:</td><td>27 June 2014</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:

(1) Within the compliance times defined in Table 1 of this AD, and, thereafter, at intervals not to exceed the values defined in Airbus SB A330-53-3215 or SB A340-53-4215, as applicable, depending on aeroplane utilisation and configuration, accomplish a special detailed inspection of fastener holes located at FR40 lower shell panel junction on both LH and RH sides in accordance with the instructions of Airbus SB A330-53-3215 or SB A340-53-4215, as applicable.

Table 1 – Initial inspection (threshold)
<table><tr><th></th><th>Compliance time (whichever occurs later, A or B)</th></tr><tr><td>A</td><td>Before exceeding the threshold defined in SB A330-53-3215 or SB A340-53-4215, as applicable, depending on aeroplane utilisation and configuration and to be counted from aeroplane first flight.</td></tr><tr><td>B</td><td>For A330 aeroplanes: Within 2 400 flight cycles (FC) or 24 months, whichever occurs first after the effective date of this AD.

For A340 aeroplanes: within 1 300 FC or 24 months, whichever occurs first after the effective date of this AD.</td></tr></table>
(2) If, during any inspection as required by paragraph (1) of this AD, a crack is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A330-53-3215 or SB A340-53-4215, as applicable.

(3) If, during any inspection as required by paragraph (1) of this AD, the hole diameter is not in tolerance of the transition fit as nominal, or first oversize, or second oversize, or next nominal, as applicable, before next flight, contact Airbus to obtain a Repair Design Approval Sheet (RDAS) and accomplish that repair accordingly, including post-repair follow-on action(s), if any are specified in that RDAS.

(4) Inspection and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus Technical Disposition (TD) Reference LR57D11023360, are acceptable to comply with the initial inspection of this AD. From the effective date of this AD, inspections and applicable corrective actions must be accomplished in accordance with the instructions of Airbus SB A330-53-3215 or SB A340-53-4215, as applicable.

(5) Accomplishment of corrective actions as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD.

(6) Accomplishment of a repair on an aeroplane, as required by paragraph (3)</td></tr>
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	of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless the RDAS indicates otherwise.
Ref. Publications:	SB A330-53-3215 Original issue dated 21 June 2013. SB A340-53-4215 Original issue dated 21 June 2013. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 05 February 2014 as PAD 14-032 for consultation until 05 March 2014. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.