

	AIRWORTHINESS DIRECTIVE No F-2000-213-149 R1	Distribution: B	Issue date: March 31, 2004	Page : 1/2
Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2000-213-149 original issue		
Person in charge of airworthiness: AIRBUS		Type(s): A340-200/-300 aircraft		
Type certificate(s) No. 183 TCDS No 183				
ATA chapter: 57	Subject: Wings - Center spar reinforcement			

1. **EFFECTIVITY:**

AIRBUS A340 aircraft models -211, -212, -213, -311, -312 and -313, all serial numbers, except for aircraft on which AIRBUS modification 41300 or 42275 has been embodied in production or AIRBUS Service Bulletin (SB) A340-57-4008 has been embodied in service.

Note 1: The Revision 1 of this Airworthiness Directive (AD) does not require additional work for aircraft already modified per SB A340-57-4008 at original issue, Revision 01 or 02.

2. **REASONS:**

During fatigue testing of the wing, crack initiation and propagation was found on the center spar web between ribs 6 and 8.

If left uncorrected, this could lead to a decrease in the structural integrity of the wing.

The aim of this Revision 1 is to extend the application threshold of the modification and take into account AIRBUS recommendation to carry out an anticipated embodiment of this modification.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

In order to maintain the structural integrity of the center spar between ribs 2 and 10, on the RH and LH wings, the following measures are rendered mandatory from the effective date of this AD at original issue:

Unless already accomplished,

before accumulation of 16,700 Flight Cycles (FC) or 57,400 Flight Hours (FH) since the aircraft first flight, whichever comes first, install the T-plates on the rear side of the center spar between ribs 2 and 3, 3 and 4, 6 and 7, 7 and 8, 8 and 9, 9 and 10, on RH and LH wings, in accordance with the instructions of SB A340-57-4008 Revision 03.



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Note 2: However, In order to minimize the risk of extensive repair and downtime of the aircraft, AIRBUS recommends the embodiment of SB A340-57-4008 Revision 03 at the latest within 7,750 FC cycles or 26,600 FH since the aircraft first flight, whichever comes first.

4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A340-57-4008
(Any further approved revision of this SB is acceptable).

5. EFFECTIVE DATES:

Original issue : June 10, 2000
Revision 1 : April 10, 2004.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:
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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-3053 dated March 23, 2004.

SUPERSEDED