



## Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 16-042R1**

**Issued: 22 June 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):

A330 and A340 aeroplanes

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

**TCDS Number(s):** EASA.A.110

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes DGAC France AD 2001-124(B) dated 04 April 2001, AD 2001-0126(B) dated 04 April 2001, EASA AD 2012-0031 dated 22 February 2012, AD 2012-0167 dated 31 August 2012, AD 2012-0211 dated 12 October 2012 and AD 2013-0127 dated 11 June 2013.

## ATA 05 – Time Limits / Maintenance Checks – Damage Tolerant Airworthiness Limitation Items – ALS Part 2 – Implementation

### Manufacturer(s):

Airbus

### Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.

### Reason:

The airworthiness limitations are currently defined and published in the Airbus A330 and A340 Airworthiness Limitations Section (ALS) documents.



The airworthiness limitations applicable to the Damage Tolerant Airworthiness Limitation Items (DT ALI), which are approved by EASA, are specified in Airbus A330 and A340 ALS Part 2. Failure to comply with these instructions could result in an unsafe condition.

EASA issued AD 2012-0211 (for A330 aeroplanes) and AD 2013-0127 (for A340 aeroplanes) to require the actions as specified in Airbus A330 and A340 ALS Part 2 at original issue and Revision 01, respectively.

Since those ADs were issued, Airbus issued Revision 01 and Revision 02, respectively, of Airbus A330 and A340 ALS Part 2, to introduce more restrictive maintenance requirements and/or airworthiness limitations.

For the reason described above, this AD retains the requirements of EASA AD 2012-0211 and AD 2013-0127, which are superseded, and requires accomplishment of the actions specified in Airbus A330 ALS Part 2 Revision 01 including Variation 1.1 and Variation 1.2, or A340 ALS Part 2 Revision 02 including Variation 2.1 and Variation 2.2, as applicable (hereafter collectively referred to as 'the applicable ALS' in this AD).

In addition, this AD also supersedes DGAC France AD 2001-126(B), whose requirements applicable to A330 aeroplanes have been transferred into Airbus A330 ALS Part 2, and supersedes DGAC France AD 2001-124(B), EASA AD 2012-0031 and AD 2012-0167, whose requirements applicable to A340 aeroplanes have been transferred into Airbus A340 ALS Part 2.

Since EASA PAD 16-042 was issued, Airbus issued Variation 1.2 to A330 ALS Part 2 Revision 01 at issue 02 and also issued Variation 2.2 to A340 ALS Part 2 Revision 02, that must be mandated by this AD.

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

Required as indicated, unless accomplished previously:

- (1) From the effective date of this AD, accomplish all applicable maintenance tasks before exceeding the applicable thresholds and, thereafter, within the intervals (see Note 1 of this AD), as specified in the applicable ALS.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the applicable ALS include compliance times in that document for certain tasks.

- (2) **Corrective Action(s):** In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Airbus maintenance documentation. If a detected discrepancy cannot be corrected by using existing Airbus instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.
- (3) **Aircraft Maintenance Programme (AMP) Revision:** Within 12 months after the effective date of this AD, revise the approved aircraft maintenance programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by



incorporating the limitations, maintenance tasks and associated thresholds and intervals described in the applicable ALS.

- (4) **Credit:** For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks as specified in Airbus A330 ALI Document AI/SE-M4/95A.0089/97 issue 19, or A340 ALS Part 2 Revision 01, as applicable, as previously required by EASA AD 2012-0211 and AD 2013-0127, respectively, that action ensures (see Note 2 of this AD) the continued accomplishment of those tasks.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks, as defined in the applicable ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive tasks, as defined in the applicable ALS, into the AMP to comply with paragraph (3) of this AD.

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 2 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual tasks is recorded for demonstration of AD compliance on a continued basis.

Note 2: For affected Airbus A330 and A340 aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) No [1321/2014](#), Part M.A.301, paragraph 3.

#### **Ref. Publications:**

Airbus A330 ALS Part 2 Revision 01 at issue 02, dated 30 November 2015, including Variation 1.1 dated 15 December 2015 and Variation 1.2 dated 27 May 2016.

Airbus A340 ALS Part 2 Revision 02, dated 18 September 2015, including Variation 2.1 dated 15 December 2015 and Variation 2.2 dated 27 May 2016.

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 06 July 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:airworthiness.A330-A340@airbus.com).

