



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-164

Issued: 29 November 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 Numbers: EASA.A.004, EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Slat Track Front Stop Attachment – 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, all manufacturer serial numbers (MSN) up to MSN 1570 inclusive and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313 aeroplanes, all MSN.

Reason:

Several cases of cracked slat tracks at location of front stop attachment to track have been reported by operators. Analysis of the affected slat tracks revealed that induced torque loads during normal installation of the front stop, in combination with an incorrect shaft length of the attachment bolts and geometry of the front stop are the root cause.

This condition, if not detected and corrected, would affect the structural integrity of the slat surface, which could lead to detachment of an outer or inner slat surface, possibly resulting in reduced control of the aeroplane and/or injury persons on the ground.



To address this potential unsafe condition, Airbus issued Service Bulletins (SB) A330-57-3123 and A340-57-4130, to provide inspection instructions.

For the reasons described above, this AD requires initial and repetitive inspections of the front stop attachment areas of slat tracks No. 5 to No. 16 on both left hand (LH) and right hand (RH) wings and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Note 1: Airbus SB A330-57-3123 and A340-57-4130 are hereafter collectively referred to as “the applicable SB” in this AD.

Note 2: Slat tracks located at the wing positions and having a Part Number (P/N) as specified in Appendix 1 of this AD, are hereafter referred to as “affected slat tracks” in this AD.

Note 3: For the purpose of this AD, Group 1 are aeroplanes that, on the effective date of this AD, have an affected slat track installed. Group 2 are those that, on the effective date of this AD, do not have any affected slat track installed.

Inspection(s):

- (1) For Group 1 aeroplanes: Within the thresholds specified in Table 1 of this AD, as applicable, and, thereafter, depending on findings, at intervals not to exceed the values specified in Table 2 or Table 3 of this AD, as applicable, accomplish a detailed inspection (DET) of the front stop and a special detailed inspection (SDI) of the front stop attachment areas of each affected slat track, in accordance with the instructions of the applicable SB.

Table 1 – Inspection Thresholds

Compliance Time: (whichever occurs later, A or B)	
A	A330: Before exceeding 15 000 flight cycles (FC) or 50 000 flight hours (FH), whichever occurs first since aeroplane first flight
	A340: Before exceeding 15 000 FC or 78 000 FH, whichever occurs first since aeroplane first flight
B	Within 24 months after the effective date of this AD

Table 2 – Inspection Intervals (no cracks detected)

Aeroplane	Compliance Time (FC or FH, whichever occurs first)
A330	7 000 FC or 24 000 FH
A340	4 400 FC or 23 000 FH

- (2) If, during any SDI as required by paragraph (1) of this AD, any crack is detected at the front stop attachment area which does not exceed the applicable allowable damage limit (ADL) as



specified in the applicable SB, repeat the inspections (DET and SDI) in accordance with the instructions of the applicable SB at reduced intervals as defined in Table 3.

Table 3 – Repetitive Inspections (cracks detected not exceeding ADL)

Aeroplane	Front Stop Position	Thresholds / Intervals (FC or FH, whichever occurs first)
A330	Slat 4 (Tracks 9 and 10)	3 500 FC or 12 000 FH
	Other Slats (Tracks 5 to 8 and 11 to 16)	7 000 FC or 24 000 FH
A340	Slat 2 (Tracks 5 and 6)	2 200 FC or 11 500 FH
	Other Slats (Track 7 to 16)	4 400 FC or 23 000 FH

Corrective Action(s):

- (3) If, during any SDI as required by paragraph (1) or (2) of this AD, as applicable, any crack is detected at the front stop attachment area which exceeds the applicable ADL, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.
- (4) If, during any DET as required by paragraph (1) or (2) of this AD, marks (dent, scratch) are found on the front stop lateral and/or aft surfaces, provided that either no crack is detected, or any crack detected at the front stop attachment area that does not exceed the applicable ADL as specified in the applicable SB, before next flight, rework the affected surface(s) in accordance with the instructions of the applicable SB.
- (5) If, during any DET as required by paragraph (1) or (2) of this AD, marks (dent, scratch) are found at the front stop lateral and/or aft surfaces and any crack is found at the front stop attachment area exceeding the applicable ADL, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Terminating Action(s): None

- (6) Accomplishment of rework on an aeroplane, as required by paragraph (4) of this AD, does not constitute terminating action for the repetitive inspections (DET and SDI) as required by paragraph (1) or (2) of this AD for that aeroplane.
- (7) Reserved

Reporting:

- (8) Within 30 days after each DET and SDI as required by paragraph (1) or (2) of this AD, as applicable, report the inspection results (including no findings) to Airbus.

Part(s) Installation:

- (9) For Group 1 aeroplanes : From the effective date of this AD, do not install an affected slat track (see Note 2 of this AD), unless in accordance with Airbus approved instructions.



- (10) For Group 2 aeroplanes: From the effective date of this AD, do not install an affected slat track (see Note 2 of this AD).

Ref. Publications:

Airbus SB A330-57-3123 original issue dated 14 June 2016.

Airbus SB A340-57-4130 original issue dated 14 June 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 27 December 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 – EIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.



Appendix 1 – Affected Slat Track Positions and P/N

Note 4: In case the P/N ID Plate is missing or cannot be read, the slat track can be identified by the ink marking, or vice versa. In case both ID Plate and ink marking are missing or unreadable, Airbus can be contacted for assistance.

Slat Track Position	P/N Track Assembly (acc. to ID Plate)	P/N Track Assembly + Linkage (acc. to ink marking)
Track 5	F57464105-000 F57464105-002 F57464105-004	F57464005-000/001 F57464005-002/003 F57464005-004/005
Track 6	F57464106-000 F57464106-002 F57464106-004	F57464006-000/001 F57464006-002/003 F57464006-004/005
Track 7	F57464107-000 F57464107-002	F57464007-000/001 F57464007-002/003
Track 8	F57464108-000 F57464108-002 F57464108-004	F57464008-000/001 F57464008-002/003 F57464008-004/005
Track 9	F57464109-000 F57464109-002	F57464009-000/001 F57464009-002/003
Track 10	F57464110-000 F57464110-002 F57464127-000	F57464010-000/001 F57464010-002/003 F57464082-000/001
Track 11	F57464111-000 F57464111-002 F57464111-004	F57464011-000/001 F57464011-002/003 F57464011-004/005
Track 12	F57464112-000 F57464112-002	F57464012-000/001 F57464012-002/003
Track 13	F57464113-000 F57464113-002 F57464113-004	F57464013-000/001 F57464013-002/003 F57464013-004/005
Track 14	F57464114-000 F57464114-002 F57464114-004	F57464014-000/001 F57464014-002/003 F57464014-004/005
Track 15	F57464115-000 F57464115-002 F57464115-004	F57464015-000/001 F57464015-002/003 F57464015-004/005
Track 16	F57464116-000 F57464116-002	F57464016-000/001 F57464016-002/003

