



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 20-198**

**Issued: 14 December 2020**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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:** This AD supersedes DGAC France AD 98-102-081(B) dated 25 February 1998.

## ATA 53 – Fuselage – Type A Emergency Exit Door Frames – Modification / Reinforcement

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A340-213, A340-311 and A340-312 aeroplanes, manufacturer serial numbers 0002 to 0005 inclusive, 0007, 0029, 0048, 0078 and 0084.

### Definitions:

For the purpose of this AD, the following definitions apply:

**Affected areas:** Doorframes between fuselage frames (FR) 53.4 and FR53.8 and between fuselage FR53.5 and FR53.7B, on left-hand (LH) and right-hand (RH) sides.

**The SB:** Airbus Service Bulletin (SB) A340-53-4027 Revision 04.

### Reason:

During the full scale fatigue testing of the A340 aeroplane, cracks were found in the affected areas.



This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued SB A340-53-4027 (original issue, later revised) to provide instructions to reinforce the affected areas. Consequently, DGAC France issued AD 98-102-081(B) to require modification of the affected areas of the centre fuselage.

Since that AD was issued, Airbus introduced a lower threshold for the modification embodiment, obtained within the frame of the certification of the A340 Extended Service Goal exercise. No additional work is required for aeroplanes already modified in accordance with the instructions of Airbus SB A340-53-4027 (at any Revision). In addition, it was identified that the Applicability of DGAC France AD 98-102-081(B) was incorrect, where too many models were mentioned.

For the reasons described above, this AD retains the requirements of DGAC France AD 98-102-081(B), which is superseded, corrects its Applicability, and reduces the compliance time.

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

Required as indicated, unless accomplished previously:

#### Modification(s):

- (1) Within the compliance times specified in Table 1 of this AD, reinforce the doorframe of the type A emergency exit doors, LH and RH, in accordance with the instructions of the SB.

Table 1 – Type A Emergency Exit Door Frames Modification

Compliance Times (whichever occurs later, A or B)	
<b>A</b>	Before exceeding 8 090 flight cycles or 54 600 flight hours, whichever occurs first since aeroplane first flight
<b>B</b>	Within 18 months after the effective date of this AD

#### Credit:

- (2) Modification of an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A340-53-4027 at original issue, or Revision 01, or Revision 02, or Revision 03, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

#### Ref. Publications:

Airbus SB A340-53-4027 original issue dated 17 July 1997, or Revision 01 dated 19 December 1997, or Revision 02 dated 03 August 1998, or Revision 03 dated 06 April 1999, or Revision 04 dated 31 August 1999.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

#### Remarks:

1. This Proposed AD will be closed for consultation on 11 January 2021.



2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – IIAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

