



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-207

Issued: 21 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 F-2000-213-149R1 (EASA approval 2004-3053) dated 31 March 2004.

ATA 57 – Wings – Outer Wings / Centre Spar – Modification

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, manufacturer serial numbers (MSN) as listed in Appendix 1 of this AD.

Definitions:

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

Affected part: Outer wing centre spar, on left-hand and right-hand sides.

The SB: Airbus Service Bulletin (SB) A340-57-4008 Revision 03.

SR: Optimized sets of flight cycles (FC) and flight hours (FH) for short range (SR) operations.

LR: Optimized sets of FC and FH for long range (LR) operations.

The instructions provided by Airbus Operators Information Telex (OIT) 999.0086/11 can be used to determine whether an aeroplane is operated SR or LR.



Reason:

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

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

To address this potential unsafe condition, Airbus issued SB A340-57-4008 (original issue and Revision 01, later further revised) to provide instructions to reinforce the rear face of the centre wing spar by installing T-plates. Consequently, DGAC France issued AD 2000-213-149 (later revised) to require the modification of the wing spar.

Since DGAC France AD F-2000-213-149R1 (EASA approval 2004-3053) was issued, Airbus introduced a reduced 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 A340-57-4008 (at any Revision).

For the reason described above, this AD retains the requirements of DGAC France AD F-2000-213-149R1, which is superseded, but reduces the compliance time.

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

Required as indicated, unless accomplished previously:

Modification(s):

- (1) Within the compliance times as defined in Table 1 of this AD, as applicable, or within 18 months after the effective date of this AD, whichever occurs later, modify each affected part in accordance with the instructions of the SB.

Table 1 - Modification of affected part (see Note 1 of this AD)

Compliance Time (FC or FH, whichever occurs first)	
SR	Before exceeding 13 300 FC or 53 200 FH
LR	Before exceeding 10 600 FC or 71 500 FH

Note 1: The FC and FH specified in Table 1 of this AD are those accumulated by the aeroplane since its first flight.

Credit:

- (2) Modification of an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A340-57-4008 at original issue, or Revision 01, or Revision 02, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A340-57-4008 original issue dated 27 November 1995, or Revision 01 dated 15 November 1999, or Revision 02 dated 12 July 2000, or Revision 03 dated 11 February 2004.



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 18 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.
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.



Appendix 1 – Affected MSN

0002 to 0009 inclusive
0011, 0013 to 0016 inclusive
0018 to 0029 inclusive
0031 to 0035 inclusive
0038 to 0041 inclusive
0043, 0044, 0046 to 0049 inclusive
0051 to 0053 inclusive
0056 to 0058 inclusive
0061, 0063, 0074 to 0076 inclusive

