


EASA	AIRWORTHINESS DIRECTIVE
	<p><b>AD No.: 2006 - 0314</b></p> <p><b>Date: 13 October 2006</b></p>
<p>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.</p>	
<p><b>Type Approval Holder's Name :</b> AIRBUS SAS</p>	<p><b>Type/Model designation(s) :</b> Aircraft A340-200/-300 series</p>
<p>TCDS Number: EASA A.015</p>	
<p>Foreign AD : Not applicable.</p>	
<p>Supersedure : DGAC F-2005-007, EASA Approval No. 2004-12547.</p>	
<p><b>ATA 57</b></p>	<p><b>Wings – Centre Wing Box (CWB) / keel beam fastener hole at frame 40 – Inspection / Modification</b></p>
<p>Manufacturer:</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>
<p>Applicability:</p>	<p>AIRBUS A340 aircraft, models -211, -212, -311 and -312, serial numbers 0006, 0007 (RH side only), 0008 (LH side only), 0013, 0020, 0024 (LH side only), 0027 through 0029, 0031, 0033, 0035, 0038 through 0040, 0043, 0047, 0049 and 0052.</p>
<p>Reason:</p>	<p>During accomplishment of AIRBUS Service Bulletin (SB) A340-57-4036 (AIRBUS modification No. 43577), for some aircraft, the inspection carried out before the modification revealed detected crack lengths outside Service Bulletin limits. In these cases, a specific repair was needed (installation of a titanium doubler, in accordance with Repair Drawing R57115053 or R57115051 or R57115047).</p> <p>Further to a detailed structural analysis carried out on the repaired aircraft as described above, the manufacturer determined that a specific inspection programme for these aircraft was necessary in order to maintain the structural integrity. This inspection programme was rendered mandatory by the Airworthiness Directive (AD) F-2005-007.</p> <p>The aim of this new AD is to take over the AD F-2005-007 inspection requirements and to render mandatory the terminating action which consists in disconnecting keel beam from CWB panel at hole 5 for this aircraft configuration with titanium doubler.</p>
<p>Effective Date:</p>	<p>27 October 2006</p>

<p>Compliance:</p>	<p><b>1. INSPECTION :</b></p> <p>The following measures are rendered mandatory from 15 Jan 2005 (effective date of AD F-2005-007):</p> <p><b>1.1.</b> Within 5,240 flight cycles (FC) or 26,200 flight hours (FH), whichever occurs first after the embodiment of the modification 43577 (SB A340-57-4036) and the repair R57115053 or R57115051 or R57115047, carry out the NDT inspection of the first hole of the horizontal flange of the keel beam located on FR 40 datum on RH and/or LH side of the fuselage, depending on the configuration of the serial number of the aircraft affected by this AD, in accordance with the instructions of SB A340-57-4087.</p> <p>Inspection in accordance with AIRBUS Technical Disposition Ref F57D03012810 or 582.0651/2002 satisfies the inspection requirements for the first rotating probe inspection which is requested at the inspection threshold of this AD.</p> <p><b>1.2.</b> When a crack is detected, before next flight, contact AIRBUS in order to get repair instructions.</p> <p><b>1.3.</b> If no crack is detected, follow up the actions indicated in the flow chart (figure 5) of SB A340-57-4087 in accordance with the instructions of this SB.</p> <p><b>1.4.</b> Send the report of actions carried out in paragraph 3 to AIRBUS.</p> <p><b>1.5.</b> Thereafter, at intervals not exceeding 1,480 flights or 7,400 flight hours, whichever occurs first, repeat the inspection in accordance with instructions of SB A340-57-4087 and send the inspection result to AIRBUS.</p> <p><b>1.6.</b> When a crack is detected during a repetitive inspection, before further flight, contact AIRBUS.</p> <p><b>2. MODIFICATION :</b></p> <p>Unless already accomplished, no later than 30 August 2016 disconnect keel beam from CWB panel at hole 5 in accordance with instructions of AIRBUS SB A340-57-4099. Modification of the aircraft in accordance with instructions of AIRBUS SB A340-57-4099 cancels the requirements of paragraph 1 of this directive.</p>
<p>Ref. Publications:</p>	<p>AIRBUS SB A340-57-4087 and SB A340-57-4099, or later approved revisions.</p>
<p>Remarks :</p>	<p>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD.</p> <p>2. This AD was posted as PAD 06-201 for consultation on 07 August 2006 with a comment period until 06 September 2006. The Comment Response Document can be found at <a href="http://ad.easa.eu.int/">http://ad.easa.eu.int/</a></p> <p>3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS –Airworthiness Office - EAL Fax: +33 5 61 93 45 80.</p>