


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 – 0315 R1</p> <p>Date: 26 October 2006</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.		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS SAS		A330 and A340-200/-300 aircraft
TCDS Number: EASA A.004, EASA A.015		
Foreign AD : Not applicable.		
Revision/Supersedure : This AD revises and supersedes EASA AD 2006-0315		
ATA 57	Wings – Centre Wing Box – Keel beam fastener holes at frame 40 - Inspection	
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>AIRBUS A330 aircraft models -201, -202, -203, -223, -243, -301, -321, -321-300, -321-301, -342 and -413, all serial numbers, except those on which AIRBUS modification 49202 has been embodied in production or AIRBUS Service Bulletin (SB) A330-57-3090 has been embodied in service.</p> <p>AIRBUS aircraft A340-200 and A340-300 series, all certified models, all serial numbers, except those on which AIRBUS modification 49202 has been embodied in production or AIRBUS Service Bulletin (SB) A340-57-4000 has been embodied in service.</p> <p>This Airworthiness Directive (AD) is not applicable to A340 200/-300 aircraft repaired in accordance with Repair Drawing R57115053 or R57115051 or R57115047 (installation of Titanium Doubler) which are covered by EASA AD 2006-0314.</p>	
Reason:	<p>During the A330 and A340 aircraft fatigue test, cracks appeared on the right and left sides between the crossing area of the keel beam fitting and the front spar of the Centre Wing Box (CWB). This situation, if not corrected can lead in the worst case to keel beam rupture which affect the structural integrity of the area. In order to maintain the structural integrity of the aircraft, this AD requires a repetitive special detailed inspection on the horizontal flange of the keel beam in the area of first fastener hole aft of FR40.</p> <p>This AD has been revised to add paragraph 5 and Note 4 concerning optional terminating action.</p>	
Effective Date:	27 October 2006	

Compliance:

The following measures are rendered mandatory from the effective date of this AD:

1. Unless already accomplished,

Within the mandatory threshold (FC or FH) mentioned in the paragraph E. (2) of SB A340-57-4089 Revision 02 or SB A330-57-3081 Revision 02 depending on the configuration of the aircraft model, whichever occurs first, carry out the NDT inspection of the hole(s) of the horizontal flange of the keel beam located on FR 40 datum on RH and/or LH side of the fuselage, in accordance with the instructions of SB A340-57-4089 Revision 02 or SB A330-57-3081 Revision 02.

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.

Note 1: In order to prevent large repairs or heavy maintenance, AIRBUS recommends to perform the above inspection according to recommended thresholds mentioned in § E. (2) of SB A340-57-4089 Revision 02 or SB A330-57-3081 Revision 02.

2. In case of any crack finding, contact AIRBUS in order to get repair instructions regarding the crack.

3. Should no crack be detected:

3.1 Follow up the actions indicated in the flow charts (figure 7, 8 or 9) of SB A340-57-4089 Revision 02 or (figure 5, 6 or 7) of SB A330-57-3081 Revision 02 in accordance with the instructions of this applicable SB.

3.2 Send the report of actions carried out in paragraph 3.1 to AIRBUS.

3.3 Renew the inspection at mandatory intervals given in the paragraph E. (2) of SB A340-57-4089 Revision 02 or SB A330-57-3081 Revision 02, in accordance with instructions of SB A340-57-4089 Revision 02 or SB A330-57-3081 Revision 02 and send the inspection result to AIRBUS.

Note 2: In order to prevent large repairs or heavy maintenance, AIRBUS recommends to perform the above repetitive inspection according to recommended intervals mentioned in § E. (2) of SB A340-57-4089 Revision 02 or SB A330-57-3081 Revision 02.

4. Upon detection of a crack during a repetitive inspection, immediately inform AIRBUS.

Note 3: No additional work is required for aircraft inspected in accordance

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	<p>with the instructions of A330-57-3081 Revision 00 or 01, or A340-57-4089 Revision 00 or 01. Nevertheless the operators must check that their inspection program is in accordance with paragraph E.(2) of Airbus Service Bulletin A330-57-3081 Revision 02 or A340-57-4089 Revision 02 for the repetitive inspection.</p> <p>5. When the aircraft has been modified in accordance with Airbus SB A330-57-3090 or A340-57-4098, as applicable, the inspections required by this AD are cancelled.</p> <p>Note 4: The Service Bulletins A330-57-3090 or A340-57-4098 are only applicable on aircraft on which Modification No. 41652 is not embodied</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A330-57-3081 Revision 02; AIRBUS Service Bulletin A340-57-4089 Revision 02 or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 2006-20 for consultation on 08 August 2006 with a comment period until 20 August 2006. The Comment Response Document can be found at http://ad.easa.eu.int 3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Final Point Certification Directorate, EASA. E-mail: ad@easa.europa.eu 4. For a question concerning the technical content of the requirements in this AD, please contact Airbus SAS – Airworthiness Office - EAL (fax: +33 5 61 93 93 80)

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