


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008 - 0002</p> <p>Date: 07 January 2008</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>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A330 and A340 aircraft</p>	
<p>TCDS Number : EASA A.004, EASA A.015</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : EASA AD 2006-0107</p>		
ATA 57	Wings - Wing Shroud Box Bottom Panel – Modification	
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS aircraft A330-200, A330-300, A340-300 series, all certified models, all serial numbers on which AIRBUS modification 46077 has been embodied in production except those on which AIRBUS modification 55568 has been embodied in production or AIRBUS Service Bulletin (SB) A330-57-3100 or SB A340-57-4109 has been embodied in service.</p> <p>AIRBUS aircraft A340-500 and A340-600 series, all certified models, all serial numbers except those on which AIRBUS modification 55568 has been embodied in production or AIRBUS SB A340-57-5018 has been embodied in service.</p>	
<p>Reason:</p>	<p>An A330 operator reported a shroud box bottom panel missing during a routine inspection. The same panel detached from an A330 aircraft during take-off, causing damage to the surrounding structure and to the Trimmable Horizontal Stabilizer (THS) tip fairing.</p> <p>The inspection indicated the blind rivets used to attach the panel worked loose causing fatigue damage with crack propagation through the fastener line resulting in panel detachment.</p> <p>To avoid potential injuries to persons on ground, Airworthiness Directive (AD) 2006-0107 mandated a one time detailed visual inspection of the shroud box bottom panel.</p>	

	<p>Further to issuance of AD 2006-0107, three additional events of panel loss have been experienced on in service aircraft already inspected in accordance with the AD requirements and no findings. Thus, it has been decided to delete this one time detailed visual inspection and to mandate a modification which prevents such unsafe condition. Therefore, the present AD supersedes EASA AD 2006-0107 and mandates the installation of a bolted shroud box bottom panel instead of blind riveted metallic design.</p>
Effective Date:	21 January 2008.
Compliance:	No later than 31 October 2013, modify the shroud box bottom skin panel on both wings in accordance with instructions given in AIRBUS SB A330-57-3100 or SB A340-57-4109 or SB A340-57-5018, as applicable.
Ref. Publications:	<p>AIRBUS Service Bulletin A330-57-3100 original issue; AIRBUS Service Bulletin A340-57-4109 original issue; AIRBUS Service Bulletin A340-57-5018 original issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This PAD was posted on 02 November 2007 as PAD 07-196 for consultation until 03 December 2007. The Comment Response Document can be found at http://ad.easa.europa.eu/ . 3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 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, E-mail: airworthiness.A330-A340@airbus.com .