

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009 - 0001</p> <p>Date: 08 January 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A330 and A340-200/-300 aircraft
TCDS Number : EASA.A.004, EASA.A.015		
Foreign AD : Not applicable		
Supersedure : None		
ATA 57	Wings – Centre Wing – Frame (FR) 40 Rear Fitting Web – Inspection	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>AIRBUS A330 aircraft, models -301, -321, -322, -341 and -342, all serial numbers, except those on which AIRBUS modification (MOD) 44360 has been embodied in production.</p> <p>AIRBUS A340 aircraft, models -211, -212, -213, -311, -312 and -313, all serial numbers, except those on which AIRBUS MOD 44360 has been embodied in production.</p>	
Reason:	<p>During accomplishment of A330-300 Airworthiness Limitation Item (ALI) task 57.11.04-01-02 of a fastener hole between stringer 38 and 39 at FR40 rear fitting web, a crack was found on an adjacent hole at vertical post Y1959 lower attachment on both sides.</p> <p>Other crack findings on this adjacent hole have been reported on A330-300 and A340-200/-300 aircraft as a result of sampling inspections.</p> <p>If not corrected, crack propagation could result in loss of the fuselage structural integrity.</p> <p>In order to fulfil the certification requirements and following a fatigue analysis based on reported findings, a repetitive High Frequency Eddy Current (HFEC) Rototest inspection on the affected adjacent holes on both left hand (LH) and right hand (RH) sides between stringer 38 and 39 at FR40 rear fitting web is required by this AD and, in case of crack finding, the associated corrective actions have to be applied.</p>	

Effective Date:	22 January 2009																				
Required action(s) and Compliance Time(s):	<p>Required as indicated:</p> <p>(1) Unless already accomplished,</p> <p>Within the threshold defined in Table 1. below, depending on the aircraft configuration, perform a HFEC inspection by rototest of two holes on both sides (LH and RH) for crack detection and apply the associated corrective actions in accordance with the instructions defined in AIRBUS Service Bulletin (SB) A330-57-3107 or SB A340-57-4117, as applicable to the aircraft version:</p> <p style="text-align: center;">Table 1.</p> <table border="1" data-bbox="555 584 1331 1115"> <thead> <tr> <th data-bbox="555 584 911 779"><u>Aircraft configuration</u></th> <th data-bbox="911 584 1331 779"><u>Threshold</u> Total Flight Cycles (FC) or Total Flight Hours (FH) whichever occurs first, from the first flight of the aircraft</th> </tr> </thead> <tbody> <tr> <td data-bbox="555 779 911 842">A330-300</td> <td data-bbox="911 779 1331 842">17 700 FC or 53 100 FH</td> </tr> <tr> <td data-bbox="555 842 911 934">A340-300 Pre MOD 41652S11888</td> <td data-bbox="911 842 1331 934">12 700 FC or 85 900 FH</td> </tr> <tr> <td data-bbox="555 934 911 1025">A340-200 Pre MOD 41652S11888</td> <td data-bbox="911 934 1331 1025">14 500 FC or 98 200 FH</td> </tr> <tr> <td data-bbox="555 1025 911 1115">A340-200/-300 Post MOD 41652S11888</td> <td data-bbox="911 1025 1331 1115">11 900 FC or 80 700 FH</td> </tr> </tbody> </table> <p>(2) Repeat the inspection and corrective actions defined in paragraph (1) of this AD at intervals not exceeding the value defined in the following Table 2.:</p> <p style="text-align: center;">Table 2.</p> <table border="1" data-bbox="523 1328 1331 1774"> <thead> <tr> <th data-bbox="523 1328 911 1435"><u>Aircraft configuration</u></th> <th data-bbox="911 1328 1331 1435"><u>Interval</u> FC or FH, whichever occurs first</th> </tr> </thead> <tbody> <tr> <td data-bbox="523 1435 911 1500">A330-300</td> <td data-bbox="911 1435 1331 1500">12 800 FC or 38 500 FH</td> </tr> <tr> <td data-bbox="523 1500 911 1592">A340-300 Pre MOD 41652S11888</td> <td data-bbox="911 1500 1331 1592">9 200 FC or 62 300 FH</td> </tr> <tr> <td data-bbox="523 1592 911 1684">A340-200 Pre MOD 41652S11888</td> <td data-bbox="911 1592 1331 1684">10 500 FC or 71 200 FH</td> </tr> <tr> <td data-bbox="523 1684 911 1774">A340-200/-300 Post MOD 41652S11888</td> <td data-bbox="911 1684 1331 1774">8 600 FC or 58 500 FH</td> </tr> </tbody> </table> <p>(3) Aircraft that have already been inspected, prior to the effective date of this AD, in accordance with the instructions of AIRBUS Technical Disposition Reference LR5710D07014394, are compliant with the requirements of paragraph (1) of this AD (initial inspection). However, inspections must be repeated in accordance with the requirements of paragraph (2) of this AD.</p>	<u>Aircraft configuration</u>	<u>Threshold</u> Total Flight Cycles (FC) or Total Flight Hours (FH) whichever occurs first, from the first flight of the aircraft	A330-300	17 700 FC or 53 100 FH	A340-300 Pre MOD 41652S11888	12 700 FC or 85 900 FH	A340-200 Pre MOD 41652S11888	14 500 FC or 98 200 FH	A340-200/-300 Post MOD 41652S11888	11 900 FC or 80 700 FH	<u>Aircraft configuration</u>	<u>Interval</u> FC or FH, whichever occurs first	A330-300	12 800 FC or 38 500 FH	A340-300 Pre MOD 41652S11888	9 200 FC or 62 300 FH	A340-200 Pre MOD 41652S11888	10 500 FC or 71 200 FH	A340-200/-300 Post MOD 41652S11888	8 600 FC or 58 500 FH
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Ref. Publications:	AIRBUS Service Bulletin A330-57-3107 at original issue AIRBUS Service Bulletin A340-57-4117 at original issue. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. This AD was published on 25 November 2008 as PAD 08-133 for consultation until 23 December 2008. The Comment Response Document can be found at http://ad.easa.europa.eu/ .3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, 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.