

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0024</p> <p>Date: 12 February 2010</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>		
<p>Type Approval Holder's Name :</p> <p>Airbus</p>	<p>Type/Model designation(s) :</p> <p>A330 and A340-200/-300 aeroplanes</p>	
<p>TCDS Number : EASA.A.004, EASA.A.015</p>		
<p>Foreign AD : None</p>		
<p>Supersedure : This AD supersedes EASA AD 2006-0315R1 dated 26 October 2006.</p>		
<p>ATA 57</p>	<p>Wings – Centre Wing Box – Keel Beam Fastener Holes at Frame FR40 - Inspection</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A330 aeroplanes, models -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343, all manufacturer serial numbers, except those on which Airbus modification 55306 or 55792 has been embodied in production.</p> <p>Airbus A340 aeroplanes, models -211, -212, -213, -311, -312, -313, all manufacturer serial numbers, except those on which Airbus modification 55306 or 55792 has been embodied in production.</p> <p>This AD is not applicable to Airbus A340 -200/-300 aeroplanes repaired in accordance with Repair Drawing R57115053 or R57115051 or R57115047 (installation of Titanium Doubler on both sides) which are affected by EASA AD 2006-0314.</p>	
<p>Reason:</p>	<p>During A330 and A340 aeroplanes fatigue tests, cracks appeared on the right (RH) and left (LH) sides between the crossing area of the keel beam fitting and the front spar of the Centre Wing Box (CWB). This condition, if not corrected, could lead to keel beam rupture which would affect the area structural integrity.</p> <p>In order to maintain the structural integrity of the aeroplane, EASA AD 2006-0315R1 required repetitive special detailed inspections on the horizontal flange of the keel beam in the area of first fastener hole aft of FR40.</p> <p>This AD, which supersedes EASA AD 2006-0315R1:</p>	

	<ul style="list-style-type: none"> - retains the inspection requirements of EASA AD 2006-0315R1, - extends the AD applicability to aeroplanes which have embodied Airbus modification 49202, and - modifies the inspection thresholds and intervals.
Effective Date:	26 February 2010
Required action(s) and Compliance Time(s):	<p>Required as indicated :</p> <p>(1) Unless already accomplished,</p> <p>Within the mandatory thresholds (Flight cycles (FC) or Flight hours (FH), whichever occurs first), mentioned in paragraph 1.E. (2) of Airbus SB A340-57-4089 Revision 03 or Airbus SB A330-57-3081 Revision 03, as applicable, depending on the aeroplane configuration, carry out a Special Detailed Inspection of the hole(s) of the horizontal flange of the keel beam located on FR40 datum on RH and/or LH side of the fuselage, in accordance with the instructions of Airbus SB A340-57-4089 Revision 03 or Airbus SB A330-57-3081 Revision 03, as applicable.</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>Note 1: In order to prevent large repairs or heavy maintenance, Airbus recommends to perform the inspection required by paragraph (1) of this AD in accordance with the recommended thresholds mentioned in § 1.E. (2) of Airbus SB A340-57-4089 Revision 03 or Airbus SB A330-57-3081 Revision 03, as applicable.</p> <p>(2) In case of any crack finding, before next flight, contact Airbus in order to get repair instructions and accomplish them within the compliance time defined in these instructions.</p> <p>(3) Should no crack be detected:</p> <p>(3.1) Apply the actions indicated in the associated accomplishment instructions of Airbus SB A340-57-4089 Revision 03 or Airbus SB A330-57-3081 Revision 03, as applicable,</p> <p>(3.2) Repeat the inspections of paragraph (1) of this AD at intervals not to exceed the mandatory intervals given in paragraph 1.E. (2) of Airbus SB A340-57-4089 Revision 03 or Airbus SB A330-57-3081 Revision 03, as applicable, and apply the associated corrective actions in accordance with the instructions of Airbus SB A340-57-4089 Revision 03 or Airbus SB A330-57-3081 Revision 03, as applicable.</p> <p>Note 2: In order to prevent large repairs or heavy maintenance, Airbus recommends to perform the repetitive inspections required by paragraph 3.2 of this AD in accordance with the recommended intervals mentioned in § 1.E. (2) of Airbus SB A340-57-4089 Revision 03 or Airbus SB A330-57-3081 Revision 03, as applicable.</p>

	<p>(4) Inspections accomplished, before the effective date of this AD, in accordance with the instructions of Airbus SB A330-57-3081 Revision 00, 01 or 02, or Airbus SB A340-57-4089 Revision 00, 01 or 02, as applicable, are considered acceptable for compliance with the requirements of paragraph (1), (2) and (3) of this AD. However, after the effective date of this AD, the repetitive inspections must be accomplished in accordance with the instructions of Airbus SB A330-57-3081 Revision 03 or Airbus SB A340-57-4089 Revision 03, as applicable.</p> <p>(5) For aeroplanes that have already been modified, before the effective date of this AD, in accordance with Airbus SB A330-57-3098 at original issue or Airbus SB A340-57-4106 at original issue, as applicable, and on which a crack was detected at hole 5 before oversizing of the keel beam (in accordance with instructions in paragraph 3.B (1)(b) step 3 of Airbus SB A330-57-3098 at original issue or Airbus SB A340-57-4106 at original issue), within 30 days after the effective date of this AD, contact Airbus for further instructions (additional work) and apply the associated instructions within the compliance time defined in these instructions.</p> <p>(6) Except as indicated in paragraph (5) of this AD, accomplishment of Airbus SB A330-57-3090 or Airbus SB A340-57-4098 or Airbus SB A330-57-3098 at original issue or Revision 01 or Airbus SB A340-57-4106 at original issue or Revision 01, as applicable, cancels the requirements of this AD.</p>
Ref. Publications:	<p>Airbus Service Bulletin A330-57-3081 Revision 03; Airbus Service Bulletin A340-57-4089 Revision 03; Airbus Service Bulletin A330-57-3098 at Original issue, Revision 01; Airbus Service Bulletin A340-57-4106 at Original issue, Revision 01; Airbus Service Bulletin A330-57-3090 at Original issue; Airbus Service Bulletin A340-57-4098 at 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 approve Alternative Methods of Compliance for this AD. 2. This AD was issued as PAD 09-115 on 30 September 2009 for consultation until 29 October 2009. 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 – Airworthiness Office – EAL; E-mail: airworthiness.A330-A340@airbus.com.