

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0171R1 Date: 11 January 2013 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.
This AD is issued in accordance with EU 748/2012, Part 21.A.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].	
Design Approval Holder's Name :	Type/Model designation(s) :
AIRBUS	A330 and A340-200/-300 aeroplanes
TCDS Number :	EASA.A.004, EASA.A.015
Foreign AD :	Not applicable
Revision:	This AD revises EASA AD 2011-0171 dated 07 September 2011.
ATA 53	Fuselage – Frame (FR) 40 / Fuselage Skin Panel Junction – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330-301, A330-321, A330-322, A330-341 and A330-342 aeroplanes, all manufacturer serial numbers on which Airbus Service Bulletin (SB) A330-53-3093 has been embodied in service, except those on which Airbus SB A330-53-3145 has been embodied in service. Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers on which Airbus SB A340-53-4104 has been embodied in service. This AD is not applicable to aeroplanes on which Airbus modification 44360 has been embodied in production.
Reason:	Fatigue damage has been found on the A330/A340 full scale fatigue test specimen in the FR40-to-fuselage skin panel junction. Corrective actions consisted of the following actions: - in-service installation of an internal reinforcing strap on related junction required by DGAC France AD 1999-448-126(B) and AD 2001-070(B), - retrofit improvement of internal reinforcing strap fatigue life through recommended Airbus SB A330-53-3145, and - new design in production through Airbus modification 44360. Recently, during embodiment of a FR40 web repair on an A330 aeroplane and during FR40 keel beam fitting replacement on an A340 aeroplane, this internal strap was removed and rototest inspection was performed on several holes. Cracks were found on both left-hand (LH) and right-hand (RH) sides on internal strap, or butt strap, or keel beam fitting, or forward fitting

	FR40 flange. This condition, if not detected and corrected, could lead to crack propagation, possibly resulting in reduced structural integrity of the fuselage. For the reasons described above, this AD requires repetitive High Frequency Eddy Current (HFEC) rototest inspections on the affected adjacent holes on both LH and RH sides between stringer 38 and 39 at the FR40-to-fuselage panel junction, and in case of crack finding, accomplishment of the associated corrective actions. This AD is revised to make a clarification with regards to paragraph (1.1) of the Required Action(s) and Compliance Time(s) section. Further changes have been made to improve the readability of the AD, including a reference to Revision 1 of the applicable Airbus SBs in the Ref. Publications paragraph of this AD.
Effective Date:	Revision 1: 18 January 2013 Original issue: 21 September 2011
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the compliance time specified in paragraph (1.1) or (1.2) of this AD, as applicable, whichever occurs later, accomplish a special detailed inspection (SDI) of the fuselage panel junction fasteners at FR40 on both LH and RH sides and, depending on findings, accomplish the applicable corrective actions before next flight in accordance with the instructions defined in Airbus SB A330-53-3193 or SB A340-53-4188: (1.1) Before exceeding the threshold defined in Airbus SB A330-53-3193 or SB A340-53-4188, as applicable, and depending on aeroplane utilisation and to be counted from SB A330-53-3093 or SB A340-53-4104 embodiment, or (1.2) For A330 aeroplanes: Within 1 800 flight cycles (FC) or 18 months, and for A340 aeroplanes within 1 000 FC or 18 months, whichever occurs first after 21 September 2011 [the effective date of this AD at original issue]. (2) Thereafter, at intervals not exceeding the value defined in Airbus SB A330-53-3193 or SB A340-53-4188, as applicable and depending on aeroplane utilisation, repeat the SDI and, depending on findings, accomplish the applicable corrective actions, as required by paragraph (1) of this AD. (3) Within 90 days after each inspection as required by paragraph (1) or (2) of this AD, report all inspection results to Airbus. (4) Aeroplanes that have already been inspected, prior to the effective date of this AD, in accordance with the instructions of Airbus Technical Disposition (TD) Reference LR5710D10026276 or Repair Instruction (RI) Reference R57115092, R53315174 or R53315181, are compliant with the requirements of paragraph (1) of this AD (initial inspection and corrective action). After the TD or RI embodiment, those aeroplanes must be inspected as required by paragraph (2) of this AD, at intervals not exceeding the value defined in Airbus SB A330-53-3193, or Airbus SB A340-53-4188, as applicable and depending on aeroplane utilisation. (5) Accomplishment of corrective actions as required by paragraph (1) or (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (2) of this AD.
Ref. Publications :	Airbus SB A330-53-3193 original issue dated 20 April 2011 or Revision 1 dated 17 September 2012. Airbus SB A340-53-4188 original issue dated 20 April 2011 or Revision 1

	dated 17 September 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 03 August 2011 as PAD 11-082 for consultation until 31 August 2011. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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.