


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2012-0005</b></p> <p><b>Date: 10 January 2012</b></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><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A330, A340-200/-300 aeroplanes</p>	
<p>TCDS Number :</p>	<p>EASA.A.004, EASA.A.015</p>	
<p>Foreign AD :</p>	<p>Not applicable</p>	
<p>Supersedure :</p>	<p>None</p>	
<p><b>ATA 53</b></p>	<p><b>Fuselage – Belly Fairing Rods – Inspection</b></p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN).</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, all manufacturer serial numbers.</p>	
<p>Reason:</p>	<p>A rod manufacturing process defect has been identified at the supplier, Technical Airborne Components Industries (TAC), which could lead to cracks at the crimped end of the rod.</p> <p>A design review of all affected rods has demonstrated that rupture of rods which attach the belly fairing can lead to separation of the belly fairing from the airframe, which would constitute an unsafe condition.</p> <p>For the reasons described above, this AD requires detailed visual inspections of the 21 affected rods installed in the belly fairing for manufacturer identification, and if TAC is identified as manufacturer, or if the manufacturer cannot be identified, to further inspect the rods to find any crack, using a high frequency eddy current (HFEC) method and, depending on findings, accomplishment of the applicable corrective actions, to ensure structural integrity of the belly fairing rods. This AD also prohibits installation of an affected TAC rod as replacement part in the belly fairing to all aeroplanes.</p>	

Effective Date:	24 January 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313 aeroplanes, from MSN 0002 to 1113 inclusive, except MSN 0996, 1039, 1054, 1059, 1105, 1107, 1108 and 1112:</p> <p>Within 72 months after the effective date of this AD, accomplish the following actions in accordance with the instructions of Airbus Service Bulletin (SB) A330-53-3186 Revision 01 or SB A340-53-4185 Revision 01, as applicable to aeroplane type:</p> <p>(1.1) Perform a detailed visual inspection of the 21 affected rods of the belly fairing, listed in SB A330-53-3186 Revision 01 or SB A340-53-4185 Revision 01, as applicable to aeroplane type, for rod manufacturer identification.</p> <p>(1.2) If the rod manufacturer, identified as required by paragraph (1.1) of this AD, is TAC, or if the manufacturer cannot be identified, perform a HFEC inspection of the crimped end of the rod body and, if any crack is found, before next flight following the HFEC inspection, do the applicable corrective actions.</p> <p>(1.3) Inspections and corrective actions accomplished before the effective date of this AD, in accordance with Airbus SB A330-53-3186 original issue or SB A340-53-4185 original issue, as applicable to aeroplane type, are acceptable to comply with the requirements of paragraphs (1.1) and (1.2) of this AD.</p> <p>(2) For all aeroplanes identified in the Applicability section of this AD:</p> <p>From the effective date of this AD, do not install any affected TAC rod, listed in SB A330-53-3186 Revision 01 or SB A340-53-4185 Revision 01, as applicable to aeroplane type, in the belly fairing unless the rod has passed the inspection as required by paragraph (1.2) of this AD.</p>
Ref. Publications :	<p>Airbus Service Bulletin A330-53-3186 Revision 01 dated 07 April 2011;  Airbus Service Bulletin A340-53-4185 Revision 01 dated 07 April 2011.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 25 November 2011 as PAD 11-056R1 for consultation until 09 December 2011. The original issue of PAD 11-056 was closed for consultation on 29 June 2011. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAL; E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>