

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0274 Date: 21 December 2012 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 EC 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: AIRBUS	Type/Model designation(s): A330 and A340-200/-300 aeroplanes
TCDS Numbers: EASA.A.004 and EASA.A.015	
Foreign AD: Not applicable	
Supersedure: None	
ATA 52	Doors – Forward and Aft Cargo Compartment Doors –Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	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). Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN.
Reason:	One A330 operator recently reported a case where two adjacent frame (FR) forks of a forward cargo door were found cracked. FR20B was found cracked through, FR21 was found cracked half through. At the time of the findings, the affected aeroplane had accumulated around 21 000 flight cycles (FC) and it had already been inspected in accordance with EASA AD 2011-0007R1 and ALI Task 523106-01-1. However, during those inspections, the forward cargo door handle access panel is not required to be removed, which explains why the cracks at these two internal frame locations were not detected. After further analysis, it was determined that, in case of cracked or ruptured (forward or aft) cargo door frame, the loads will be transferred to the remaining structural elements. However, the second load path is able to sustain the loads for a limited number of flight cycles only. This condition, if not detected and corrected, could lead to rupture of two vertical frames, resulting in reduced structural integrity of the forward or aft cargo door. To address this condition, Airbus issued four separate Alert Operators

	Transmissions (AOT), giving instructions for repetitive inspections of the affected areas. For the reasons described above, this AD requires repetitive detailed visual inspections of aft cargo door at FR60 and FR60A and forward cargo door at FR21 and FR20B, where the cargo door handle access panels are located, as follow: - outer skin rivets for sheared, loose or missing rivets at frame fork ends, - whole inner forks for cracks and for sheared, loose or missing rivets at frame web and flange after removal of handle access panels, and the accomplishment of the applicable corrective actions. Note: Accomplishment of the above inspections does not cancel accomplishment of the inspections as required by EASA 2011-0007R1, nor accomplishment of those in accordance with ALI Task 523106-01-1.						
Effective Date:	28 December 2012						
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Paragraph (1) is applicable to A330 aeroplanes up to MSN 0162 inclusive, except those on which Airbus SB A330-52-3044 has been embodied in service and to A340 aeroplanes up to MSN 0164 inclusive, except those on which Airbus SB A340-52-4054 has been embodied in service. (1) Before the accumulation of 15 800 FC since the aeroplane first flight or within 100 FC after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 400 FC, accomplish a detailed visual inspection of outer skin rivets and whole inner forks at the frame fork end of FR60 and FR60A of the Aft cargo door in accordance with the instructions of AOT A330-A52L001-12 or A340-A52L002-12, as applicable to aeroplane type. Paragraphs (2) to (4) are applicable to all aeroplanes. (2) Within the compliance time defined in Table 1 of this AD and thereafter, at intervals not to exceed 800 FC, accomplish a detailed visual inspection of outer skin rivets and whole inner forks at the frame fork end of FR21 and FR20B of the forward cargo door in accordance with the instructions of AOT A330-A52L003-12 or A340-A52L004-12, as applicable to aeroplane type. Table 1 – Forward Cargo Door Inspections <table border="1"> <thead> <tr> <th>FC accumulated from the aeroplane first flight, on the effective date of this AD</th><th>Compliance time</th></tr> </thead> <tbody> <tr> <td>less than 18 400 FC</td><td>Before the accumulation of 10 600 FC from the aeroplane first flight, or within 100 FC after the effective date of this AD, whichever occurs later</td></tr> <tr> <td>equal to or more than 18 400 FC</td><td>Within 50 FC after the effective date of this AD.</td></tr> </tbody> </table> (3) If, during any of the inspections as required by this AD, a discrepancy is found, before next flight, contact Airbus to obtain the necessary approved repair instructions for corrective action and accomplish those instructions accordingly. (4) Repair of forward and/or aft cargo door(s) in accordance with the repair instructions as required by paragraph (3) of this AD does not constitute	FC accumulated from the aeroplane first flight, on the effective date of this AD	Compliance time	less than 18 400 FC	Before the accumulation of 10 600 FC from the aeroplane first flight, or within 100 FC after the effective date of this AD, whichever occurs later	equal to or more than 18 400 FC	Within 50 FC after the effective date of this AD.
FC accumulated from the aeroplane first flight, on the effective date of this AD	Compliance time						
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equal to or more than 18 400 FC	Within 50 FC after the effective date of this AD.						

	terminating action for repetitive actions of this AD for that cargo door, unless it is specified in the repair instruction.
Ref. Publications:	Airbus AOT A330-A52L001-12 dated 03 December 2012. Airbus AOT A340-A52L002-12 dated 03 December 2012. Airbus AOT A330-A52L003-12 dated 03 December 2012. Airbus AOT A340-A52L004-12 dated 03 December 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 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 – EIAL; E-mail: airworthiness.A330-A340@airbus.com.

Superseded