

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0076</p> <p>Date: 20 March 2013</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 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].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>		<p>Type/Model designation(s): A330 and A340-200/-300 aeroplanes</p>
TCDS Number:	EASA.A.004 and EASA.A.015	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 53	Fuselage – Trimmable Horizontal Stabilizer Support Struts – Inspection / Replacement	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	<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), and</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN.</p>	
Reason:	<p>During scheduled maintenance on A330 aeroplanes, several Trimmable Horizontal Stabilizer (THS) support struts at frame (FR) 91 were found cracked at strut body ends.</p> <p>The THS is supported and articulated at FR 91 by four struts to fix the hinges (Y-bolts) and keep the structural integrity in lateral direction.</p> <p>Analysis revealed that cracks can reduce ability of the support struts to carry specified tension loads.</p> <p>This condition, if not detected and corrected, could lead to the loss of all four THS support struts at FR91, which would make the remaining structure unable to carry limit loads, resulting in the loss of Horizontal Tail Plane.</p> <p>A340-500/600 aeroplanes are not affected by this AD as different material is used on THS support struts.</p> <p>For the reasons described above, this AD requires repetitive special detailed inspections of all 8 strut ends of the THS support located at FR91 in the tail cone and, depending on findings, replacement of THS support struts. This AD</p>	

	<p>also requires, for aeroplanes on which Airbus Modification 203493 has not been embodied in production, and Airbus Service Bulletin (SB) A330-53-3204 or SB A340-53-4199, as applicable, has not been embodied in service, the installation of a clamping device on each support strut end to stop growth of possible cracks (Crack stopper function) in order to secure integrity of the struts.</p> <p>This AD is considered an interim action, pending the development of a terminating action.</p>												
Effective Date:	03 April 2013												
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 42 months or 20 000 flight hours (FH), whichever occurs first, accomplish a High Frequency Eddy Current (HFEC) inspection of all 8 strut ends of the THS support located at FR91 in tail cone in accordance with the instructions of Airbus SB A330-53-3206 or SB A340-53-4208, as applicable to aeroplane type.</p> <p style="text-align: center;">Table 1 - Initial inspection</p> <table border="1" data-bbox="560 880 1425 1223"> <thead> <tr> <th>A340 MSN</th> <th>A330 MSN</th> <th>Compliance Time</th> </tr> </thead> <tbody> <tr> <td>002 through 210 inclusive</td> <td>012 through 209 inclusive</td> <td>within 6 months after the effective date of this AD</td> </tr> <tr> <td>212 through 447 inclusive</td> <td>211 through 422 inclusive</td> <td>within 24 months after the effective date of this AD</td> </tr> <tr> <td>450 through 955 inclusive</td> <td>423 and subsequent</td> <td>within 36 months after the effective date of this AD, or since aeroplane first flight, whichever occurs later</td> </tr> </tbody> </table> <p>(2) For aeroplanes on which Airbus Modification 203493 has not been embodied in production, and Airbus SB A330-53-3204 or SB A340-53-4199 has not been embodied in service: Before next flight after the initial inspection as required by paragraph (1) of this AD, provided no crack is detected <u>or</u> the detected cracks are within the limits as specified in Airbus SB A330-53-3206 or SB A340-53-4208, as applicable to aeroplane type, install the clamps in accordance with the instructions of Airbus SB A330-53-3204 or SB A340-53-4199, as applicable to aeroplane type.</p> <p>(3) If, during any inspection as required by paragraph (1) of this AD, the detected cracks exceed the limits specified in Airbus SB A330-53-3206 or SB A340-53-4208, as applicable to aeroplane type, before next flight, replace the affected strut(s) in accordance with the instructions of Airbus SB A330-53-3206 or SB A340-53-4208, as applicable to aeroplane type.</p> <p>(4) Replacement of THS struts as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD.</p> <p>(5) Within 10 days after the initial inspection as required by paragraph (1) of this AD, report the results of the inspection (including no discrepancies) to Airbus.</p>	A340 MSN	A330 MSN	Compliance Time	002 through 210 inclusive	012 through 209 inclusive	within 6 months after the effective date of this AD	212 through 447 inclusive	211 through 422 inclusive	within 24 months after the effective date of this AD	450 through 955 inclusive	423 and subsequent	within 36 months after the effective date of this AD, or since aeroplane first flight, whichever occurs later
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Ref. Publications:	Airbus SB A330-53-3204 original issue dated 07 February 2013. Airbus SB A330-53-3206 original issue dated 07 February 2013. Airbus SB A340-53-4199 original issue dated 07 February 2013. Airbus SB A340-53-4208 original issue dated 07 February 2013. 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. 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