

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0092</p> <p>Date: 15 April 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 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>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A330 and A340-200/300 aeroplanes</p>
TCDS Number:	EASA.A.004, EASA.A.015
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 2001-269(B) dated 27 June 2001 and DGAC France AD 2001-268 (B)R1 dated 25 July 2001.
ATA 57	Wings – Inner Rear Spar Upper Build Slot – Inspection / Modification
Manufacturer(s):	Airbus (formerly Airbus Industries)
Applicability:	<p>Airbus A330-301, A330-321, A330-322, A330-342 aeroplanes, all Manufacturer Serial Numbers (MSN), except those on which Airbus modification 42547 has been embodied in production</p> <p>and</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313 aeroplanes, all MSN, except those on which Airbus modification 42547 or modification 41300 has been embodied in production.</p>
Reason:	<p>During wing fatigue test, a crack was detected which propagated from the tip of the build slot in the vertical web of the wing inner rear spar between rib 1 and 2.</p> <p>This condition, if not detected and corrected, could lead to reduced structural integrity of the wing.</p> <p>To address this potentially unsafe situation, DGAC France issued AD 2001-268(B)R1 and AD 2001-269(B) to require repetitive High Frequency Eddy Current (HFEC) inspections of the aft face of the inner rear spar web in the area adjacent to the outboard end of the build slot and, depending on findings, repair of the inner rear spar web.</p> <p>Since these ADs were issued, in the frame of a new fatigue and damage tolerance evaluation, taking into account aeroplane utilization and Widespread Fatigue Damage (WFD) analysis, the thresholds and intervals of the affected inspections have been reassessed. The conclusion of this reassessment was that several thresholds and intervals must be reduced to allow timely detection</p>

	<p>of cracks and the accomplishment of an applicable corrective action.</p> <p>For the reason described above, this AD retains the requirements of DGAC France AD 2001-268(B)R1 and AD 2001-269(B), which are superseded, but requires those actions within the new thresholds and intervals.</p>						
Effective Date:	29 April 2013						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Initially, within the compliance time defined in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed the values defined in Airbus Service Bulletin (SB) A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization, accomplish a HFEC inspection of the aft face of the rear spar at the area adjacent to the bolt holes and the end of the build slot in accordance with the instructions of Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type.</p> <p style="text-align: center;">Table 1 – Initial Inspection</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Compliance time (whichever occurs later, A or B)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td>Within the threshold or interval, as applicable, as defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Within 18 months after the effective date of this AD</td> </tr> </tbody> </table> <p>(2) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A330-57-3059 at original issue or Revision 01, or SB A340-57-4066 at original issue or Revision 01, as applicable to aeroplane type, are acceptable for compliance with the initial requirements of paragraph (1) of this AD.</p> <p>After the effective date of this AD, inspections and applicable corrective actions as required by this AD must be accomplished in accordance with the instructions of Airbus SB A330-57-3059 Revision 02 or A340-57-4066 Revision 02, as applicable to aeroplane type.</p> <p>(3) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type.</p> <p>(4) Modification of an aeroplane in accordance with the instructions of Airbus SB A330-57-3058, or SB A340-57-4065, as applicable to aeroplane type, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.</p>	Compliance time (whichever occurs later, A or B)		A	Within the threshold or interval, as applicable, as defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization	B	Within 18 months after the effective date of this AD
Compliance time (whichever occurs later, A or B)							
A	Within the threshold or interval, as applicable, as defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization						
B	Within 18 months after the effective date of this AD						
Ref. Publications:	<p>Airbus SB A330-57-3058 original issue dated 29 August 2001.</p> <p>Airbus SB A330-57-3059 original issue dated 16 March 2001, or Revision 1 dated 13 September 2001, or Revision 2 dated 20 September 2012.</p> <p>Airbus SB A340-57-4065 original issue dated 29 August 2001.</p> <p>Airbus SB A340-57-4066 original issue dated 16 March 2001, or Revision 1 dated 13 September 2001, or Revision 2 dated 20 September 2012.</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 posted on 12 March 2013 as PAD 13-047 for consultation until 09 April 2013. The Comment Response Document can be found at http://ad.easa.europa.eu.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