

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0158 Date: 22 July 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: AIRBUS	Type/Model designation(s): A330 and A340-300 aeroplanes
TCDS Number : EASA.A.004, EASA.A.015	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA AD 2007-0269R1 dated 15 October 2007.	
ATA 53	Fuselage – Cone / Rear Fuselage Section 19 – Inspection / Modification
Manufacturer(s): Airbus (Formerly Airbus Industrie)	
Applicability:	Airbus A330-201, A330-202, A330-203, A330-223 and A330-243 aeroplanes, all manufacturer serial numbers (MSN), on which Airbus Modification (Mod) 44205 has been embodied in production, except those on which Airbus Mod 52974 or Mod 53223 has been embodied in production. Airbus A340-311, A340-312 and A340-313 aeroplanes, all MSN on which Airbus Mod 44205 has been embodied in production, except those on which Airbus Mod 52974 or Mod 53223 or Mod 45012 has been embodied in production.
Reason:	During fatigue tests (EF3) on an A340-600 aeroplane, multiple damage was found in the upper side shell structure at skin and frame (FR) 84 and 85 interface, from stringer 6 to 15 Left-Hand (LH) and Right Hand (RH). This damage occurred between 58 341 and 72 891 simulated flight cycles (FC). Due to the higher Design Service Goal and different design (e.g. skin thickness) for A330-200 and A340-300 aeroplanes, the damage assessment concluded that these aeroplanes can potentially be impacted. This condition, if not detected and corrected, could result in reduced structural integrity of the airframe. Prompted by these findings, EASA issued AD 2007-0269 to require a one-time inspection and a modification to improve the upper shell structure. EASA AD 2007-0269R1 was issued to clarify the fact that the AD was not applicable to A340-300 aeroplanes on which both Airbus Mod 44205 and Mod 45012 have been embodied in production.

	Since that AD was issued, in the frame of a new fatigue and damage tolerance evaluation, taking into account the aeroplane utilization, the threshold and intervals were reassessed. This reassessment concluded that, in that specific case, the threshold for modifying the aeroplane must be reduced. For the reasons described above, this AD retains the requirements of EASA AD 2007-0269R1, which is superseded, but requires these actions within the new thresholds.												
Effective Date:	05 August 2013												
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For A330-200 aeroplanes on which Airbus Mod 45012 has been embodied in production, within the compliance time defined in Table 1 of this AD, accomplish a High Frequency Eddy Current (HFEC) inspection and corrective actions, as applicable, and modify the upper shell structure between FR84 and FR87 (LH and RH), in accordance with the instructions of Airbus Service Bulletin (SB) A330-53-3152 Revision 03. Table 1 <table border="1"> <thead> <tr> <th colspan="2">Compliance time (whichever occurs later, A or B)</th></tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td><td>Within the thresholds defined in Airbus SB A330-53-3152 Revision 03, depending on aeroplane configuration and utilization</td></tr> <tr> <td style="text-align: center;">B</td><td>Within 12 months after the effective date of this AD but without exceeding the <u>previous</u> threshold defined in Airbus SB A330-53-3152 Revision 02, as applicable, depending on aeroplane configuration and utilization.</td></tr> </tbody> </table> (2) Aeroplanes already inspected and modified, before the effective date of this AD, in accordance with any previous revision of Airbus SB A330-53-3152, are compliant with the requirements of paragraph (1) of this AD. (3) For A330-200 and A340-300 aeroplanes on which Airbus Mod 45012 has not been embodied in production, within the compliance time defined in Table 2 of this AD, as applicable, modify the upper shell structure between FR84 and FR87 (LH and RH) in accordance with the instructions of Airbus SB A330-53-3157 or Airbus SB A340-53-4163, as applicable, depending on the aeroplane type. Table 2 <table border="1"> <thead> <tr> <th>Aeroplane type</th><th>Compliance Time (since aeroplane first flight)</th></tr> </thead> <tbody> <tr> <td>A330-200</td><td>6 600 FC</td></tr> <tr> <td>A340-300</td><td>14 000 FC</td></tr> </tbody> </table>	Compliance time (whichever occurs later, A or B)		A	Within the thresholds defined in Airbus SB A330-53-3152 Revision 03, depending on aeroplane configuration and utilization	B	Within 12 months after the effective date of this AD but without exceeding the <u>previous</u> threshold defined in Airbus SB A330-53-3152 Revision 02, as applicable, depending on aeroplane configuration and utilization.	Aeroplane type	Compliance Time (since aeroplane first flight)	A330-200	6 600 FC	A340-300	14 000 FC
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Ref. Publications :	Airbus SB A330-53-3152 original issue dated 10 April 2007, or Revision 01 dated 5 May 2009, or Revision 02 dated 27 July 2011, or Revision 03 dated 22 December 2011. Airbus SB A330-53-3157 original issue dated 05 July 2006. Airbus SB A340-53-4163 original issue dated 05 July 2006. 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. This AD was posted on 18 June 2013 as PAD 13-079 for consultation until 16 July 2013 and republished on 24 June 2013 as PAD 13-079R1 for additional consultation until 16 July 2013. No comments were received during the additional 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 – EIAL E- mail : airworthiness.A330-A340@airbus.com.
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