

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0241 Date: 01 October 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): A330-300 and A340-200/-300 aeroplanes
TCDS Number:	EASA.A.015, EASA.A.004
Foreign AD:	Not applicable
Supersedure:	This AD supersedes the DGAC France AD 96-056-029(B) dated 23 March 1996 and DGAC France AD 96-057-042(B) dated 23 March 1996.
ATA 53	Fuselage – Center Landing Gear Door / Structure – Joint Area Between Frames 49 and 53.2 – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330-301, A330-321, A330-322, A330-341 and A330-342 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 42605 has been embodied in production. Airbus A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 42605 has been embodied in production.
Reason:	In order to prevent a damage in the inboard Z profile at the Center Landing Gear (CLG) door fitting location (Frame 49 to 53.2) caused by cracks evidenced during fatigue tests and which could lead to a reduced structural integrity, DGAC France AD 96-056-029(B) and DGAC France AD 96-057-042(B) were issued to require a repetitive inspection of the inboard Z profile on both Left Hand (LH) and Right Hand (RH) sides. An optional terminating action of the repetitive inspection of this AD exists by modification of the aeroplane in accordance with the instructions of Airbus Service Bulletin (SB) A330-53-3019 or Airbus SB A340-53-4028, as applicable. Since those ADs were issued, in the frame of a new fatigue and damage tolerance evaluation, taking into account the aeroplane utilisation, the threshold and intervals were reassessed. This resulted in the conclusion that, in this specific case, certain thresholds and intervals are more restrictive. For the reasons described above, this AD retains the requirements of both DGAC France AD 96-056-029(B) and DGAC France AD 96-057-042(B), which are superseded, and requires accomplishment of repetitive inspections of the inboard Z profile (LH/RH) within the new thresholds and intervals.

Effective Date:	15 October 2013												
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For aeroplanes that, before the effective date of this AD, have <u>never</u> been inspected in accordance with the instructions of Airbus SB A330-53-3020 or Airbus SB A340-53-4029, as applicable: Within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 3 700 Flight Cycles (FC), accomplish a special detailed inspection of the Inboard Z profile Vertical Flange (LH/RH) in accordance with the instructions of Airbus SB A330-53-3020 Revision 02 or Airbus SB A340-53-4029 Revision 02 as applicable. Table 1 – Initial inspection <table border="1"> <thead> <tr> <th></th><th>Compliance time (whichever occurs later, A or B)</th></tr> </thead> <tbody> <tr> <td>A</td><td>Before the accumulation of 3 700 FC since aeroplane first flight.</td></tr> <tr> <td>B</td><td>Within 12 months after the effective date of this AD, but without exceeding 5 500 FC, to be counted from the aeroplane first flight, (the previous threshold defined in Airbus SB A330-53-3020 Revision 01 or SB A340-53-4029 Revision 01, as applicable).</td></tr> </tbody> </table> (2) For aeroplanes that, before the effective date of this AD, have already been inspected in accordance with the instructions of Airbus SB A330-53-3020 or Airbus SB A340-53-4029, as applicable: Within the compliance time defined in Table 2 of this AD, and, thereafter, at intervals not to exceed 3 700 FC, accomplish a special detailed inspection of the Inboard Z profile Vertical Flange (LH/RH) in accordance with the instructions of Airbus SB A330-53-3020 Revision 02 or Airbus SB A340-53-4029 Revision 02 as applicable. Table 2 – First Inspection after the effective date of this AD <table border="1"> <thead> <tr> <th></th><th>Compliance time (whichever occurs later, C or D)</th></tr> </thead> <tbody> <tr> <td>C</td><td>Before the accumulation of 3 700 FC since last inspection.</td></tr> <tr> <td>D</td><td>Within 12 months after the effective date of this AD but without exceeding 5 500 FC since last inspection (the previous value defined in Airbus SB A330-53-3020 Revision 01 or SB A340-53-4029 Revision 01, as applicable).</td></tr> </tbody> </table> (3) If, during any inspection as required by paragraph (1) or (2) of this AD, any crack is detected, before next flight, accomplish the applicable corrective actions within the thresholds/intervals as defined in Airbus SB A330-53-3020 Revision 02 or Airbus SB A340-53-4029 revision 02, as applicable. (4) Modification of an aeroplane in accordance with the instructions of Airbus SB A330-53-3019 or Airbus SB A340-53-4028, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) or (2) of this AD for that aeroplane, provided it is embodied on an undamaged structure (crack free Z profile).		Compliance time (whichever occurs later, A or B)	A	Before the accumulation of 3 700 FC since aeroplane first flight.	B	Within 12 months after the effective date of this AD, but without exceeding 5 500 FC, to be counted from the aeroplane first flight, (the previous threshold defined in Airbus SB A330-53-3020 Revision 01 or SB A340-53-4029 Revision 01, as applicable).		Compliance time (whichever occurs later, C or D)	C	Before the accumulation of 3 700 FC since last inspection.	D	Within 12 months after the effective date of this AD but without exceeding 5 500 FC since last inspection (the previous value defined in Airbus SB A330-53-3020 Revision 01 or SB A340-53-4029 Revision 01, as applicable).
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Ref. Publications:	Airbus SB A330-53-3019 Original issue dated 30 November 1995, Revision 01 dated 23 July 1998. Airbus SB A330-53-3020 Original issue dated 30 November 1995, Revision 01												

	dated 24 April 1996, Revision 02 dated 16 December 2011. Airbus SB A340-53-4028 Original issue dated 30 November 1995, Revision 01 dated 27 May 1998. Airbus SB A340-53-4029 Original issue dated 30 November 1995, Revision 01 dated 24 April 1996, Revision 02 dated 16 December 2011. 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 27 August 2013 as PAD 13-129 for consultation until 24 September 2013. No comments were received during the 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 – EAL; E-mail: airworthiness.A330-A340@airbus.com.