

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0272 Date: 14 November 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): A340-200/-300 aeroplanes
TCDS Number: EASA A.015	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2006-0314 dated 13 October 2006.	
ATA 57	Wings – Centre Wing Box / Keel Beam Fastener Hole at Frame 40 – Inspection / Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340 aeroplane, models A340-211, A340-212, A340-311 and A340-312, manufacturer serial numbers (MSN) 0006, 0013, 0020, 0024 (Left Hand (LH) side only), 0027, 0028, 0029, 0031, 0033, 0035, 0038, 0043, 0047, 0049 and 0052.
Reason:	On some aeroplanes, during the inspection accomplished before the modification in accordance with Airbus Service Bulletin (SB) A340-57-4036 (Airbus modification No. 43577), cracks were detected whose lengths where outside the limits defined in the Airbus SB. A specific repair (installation of a titanium doubler in accordance with Repair Drawing R57115053 or R57115051 or R57115047) was therefore necessary as corrective action. Following a detailed structural analysis accomplished on one of the repaired aeroplanes, Airbus determined that other aeroplanes could be similarly affected by cracks. This condition, if not detected and corrected, could impair the structural integrity of the aeroplane. Prompted by these findings, Airbus developed a specific inspection programme. The implementation of the inspection programme was required by DGAC France AD F-2005-007, which was superseded by EASA AD 2006-0314, taking over the requirements of AD F-2005-007 and additionally requiring a terminating action, which consisted in disconnecting the keel beam from the Centre Wing Box (CWB) panel at hole 5 for the aeroplane configuration with titanium doubler.

	Since that AD was issued, a new fatigue and damage tolerance evaluation has been conducted by Airbus. The conclusion is that, depending on the aeroplane utilisation rate, the current inspection threshold and intervals have to be modified. For the reason described above, this AD retains the requirements of EASA AD 2006-0314, which is superseded, but requires the accomplishment of those actions within redefined thresholds and intervals.												
Effective Date:	28 November 2013												
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For aeroplanes that have, before the effective date of this AD, never been inspected in accordance with the instructions of Airbus SB A340-57-4087: Within the compliance time defined in Table 1 of this AD, as applicable, depending on aeroplane configuration and utilisation, and, thereafter at intervals not to exceed the values defined in Airbus SB A340-57-4087 Revision 02, depending on aeroplane configuration and utilisation, accomplish a Non Destructive Test (NDT) inspection of the first hole of the horizontal flange of the keel beam located on Frame (FR40) datum on Right Hand (RH) and/or LH side of the fuselage, as applicable, depending on aeroplane configuration, in accordance with the instructions of Airbus SB A340-57-4087 Revision 02. Table 1 – Initial inspection pre-SB A340-57-4087 <table border="1"> <tr> <th></th><th>Compliance time (whichever occurs later, A or B)</th></tr> <tr> <td>A</td><td>Within the threshold defined in Airbus SB A340-57-4087 Revision 02, depending on aeroplane configuration and utilisation, from embodiment of Airbus SB A340-57-4036 and the repair R57115053 or R57115051 or R57115047</td></tr> <tr> <td>B</td><td>Within 12 months after the effective date of this AD, but without exceeding the previous threshold as defined in SB A340-57-4087 Revision 01</td></tr> </table> (2) For aeroplanes that have, before the effective date of this AD, already been inspected in accordance with the instructions of Airbus SB A340-57-4087: Within the compliance time defined in Table 2 of this AD, as applicable, depending on aeroplane configuration and utilisation, and, thereafter, at intervals not to exceed the values defined in Airbus SB A340-57-4087 Revision 02, depending on aeroplane configuration and utilisation, accomplish a NDT inspection of the first hole of the horizontal flange of the keel beam located on FR40 datum on RH and/or LH side of the fuselage, as applicable, depending on aeroplane configuration, in accordance with the instructions of Airbus SB A340-57-4087 Revision 02. Table 2 – Initial inspection post-SB A340-57-4087 <table border="1"> <tr> <th></th><th>Compliance time (whichever occurs later, C or D)</th></tr> <tr> <td>C</td><td>Within the interval defined in Airbus SB A340-57-4087 Revision 02, depending on aeroplane configuration and utilisation, from the last inspection</td></tr> <tr> <td>D</td><td>Within 12 months after the effective date of this AD, but without exceeding the previous threshold as defined in SB A340-57-4087 Revision 01</td></tr> </table>		Compliance time (whichever occurs later, A or B)	A	Within the threshold defined in Airbus SB A340-57-4087 Revision 02, depending on aeroplane configuration and utilisation, from embodiment of Airbus SB A340-57-4036 and the repair R57115053 or R57115051 or R57115047	B	Within 12 months after the effective date of this AD, but without exceeding the previous threshold as defined in SB A340-57-4087 Revision 01		Compliance time (whichever occurs later, C or D)	C	Within the interval defined in Airbus SB A340-57-4087 Revision 02, depending on aeroplane configuration and utilisation, from the last inspection	D	Within 12 months after the effective date of this AD, but without exceeding the previous threshold as defined in SB A340-57-4087 Revision 01
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	(3) Within 30 days after each inspection as required by paragraph (1) or (2) of this AD, as applicable, report the findings (including none) to Airbus. (4) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, a discrepancy is detected, before next flight, contact Airbus to obtain approved repair instructions and accomplish those instructions accordingly. The need and definition of subsequent post-repair repetitive inspections (if any) is defined in the applicable Airbus Repair Instructions. (5) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus Technical Disposition Ref F57D03012810 or Ref. 582.0651/2002, are acceptable to comply with the initial inspection(s) as required by paragraph (1) of this AD and related corrective action(s) as required by paragraph (4) of this AD. (6) No later than 30 August 2016, modify the aeroplane by disconnecting the keel beam from the CWB panel at hole 5 in accordance with the instructions of Airbus SB A340-57-4099. (7) Modification of an aeroplane as required by paragraph (6) of this AD constitutes terminating action for the repetitive inspections required by this AD for that aeroplane.
Ref. Publications:	Airbus SB A340-57-4087 original issue dated 21 November 2003, or Revision 01 dated 15 February 2005, or Revision 02 dated 10 July 2012. Airbus SB A340-57-4099 original issue dated 27 March 2006, or Revision 01 dated 15 June 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 14 October 2013 as PAD 13-158 for consultation until 11 November 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 – EIAL; E-mail: airworthiness.A330-A340@Airbus.com.