


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0285</p> <p>Date: 04 December 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>		
Design Approval Holder's Name:	Type/Model designation(s):	
AIRBUS	A340-500 and A340-600 aeroplanes	
TCDS Number:	EASA.A.015	
Foreign AD:	Not Applicable	
Supersedure:	None	
ATA 57	Wings – Center Wing Box / Keel Angle Fitting and Forward Lower Shell Junction – Inspection	
Manufacturer(s):	Airbus (Formerly Airbus Industrie)	
Applicability:	Airbus A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.	
Reason:	<p>During maintenance action on two different aeroplanes, cracks were detected in one fastener hole at the junction between the lower keel angle fitting and the Center Wing Box (CWB) lower panel, in forward zone near Frame 40. Based on these findings, Airbus extended the inspection to other areas and the results evidenced additional cracks.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the CWB.</p> <p>To address this condition, Airbus developed an inspection program of the lower keel angle fitting and issued several Service Bulletins (SB) for accomplishing repetitive inspections of the affected areas. This inspection program takes into account the aeroplane type including configuration and weight variant (WV).</p> <p>For the reason describe above, this AD requires repetitive ultrasonic and Low Frequency Eddy Current (LFEC) inspections of the three defined areas, forward, center and aft of the lower keel angle fitting, and depending on findings, accomplishment of the applicable corrective actions.</p>	
Effective Date:	18 December 2013	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) For Area A (holes in the area as defined in Airbus SB A340-53-5046) of the lower keel angle fitting, within the compliance time defined in Appendix Table 1 of this AD, as applicable, and, thereafter, at interval not to exceed the values defined in the Appendix Table 1 of this AD, as applicable, accomplish a LFEC inspection of the two fastener holes located at the junction between the lower keel angle fitting, the Y doubler and the forward lower shell panel in accordance with the instructions of Airbus SB A340-57-5033. (2) Aeroplanes on which Airbus modification (Mod) 54595, or Mod 53002 have been embodied in production, are not affected by the requirements of paragraph (1) of this AD. (3) Modification of an aeroplane in accordance with the instructions of Airbus SB A340-53-5046 (Mod. 58361) constitutes terminating action for the requirements of paragraph (1) of this AD. (4) For Area B (forward holes area) of the lower keel angle fitting, within the compliance time defined in Appendix Table 2 of this AD, as applicable, and, thereafter, at interval not to exceed the value defined in Appendix Table 2 of this AD, as applicable, accomplish an ultrasonic inspection of the two fastener holes located at the junction between the lower keel angle fitting and the CWB lower panel in accordance with the instructions of Airbus SB A340-57-5034. (5) For Area C (aft holes area) of the lower keel angle fitting within the compliance time defined in Appendix Table 3 of this AD, as applicable, and, thereafter, at interval not to exceed the value defined in Appendix Table 3 of this AD, as applicable, accomplish an ultrasonic inspection of the five fastener holes located at the junction between the lower keel angle fitting and the CWB lower panel in accordance with the instructions of Airbus SB A340-57-5035. (6) If, during any inspection as required by paragraph (1), (4) or (5) of this AD, as applicable, any crack is detected, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish the repair accordingly. Those repair instructions could contain instructions for post-repair repetitive inspections, if applicable. (7) Accomplishment of the initial and repetitive inspections as required by paragraphs (1), (4) and (5) of this AD cancels the need to accomplish Airworthiness Limitation Items task 57-18-11.
<p>Ref. Publications:</p>	<p>Airbus SB A340-57-5033 original issue, dated 28 February 2013. Airbus SB A340-57-5034 original issue, dated 15 March 2013. Airbus SB A340-57-5035 original issue, dated 01 March 2013. Airbus SB A340-53-5046 Revision 02, dated 08 July 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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 06 November 2013 as PAD 13-114R1 for consultation until 20 November 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 – EAL; E-mail: airworthiness.A330-A340@airbus.com .
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Appendix

Note: in Tables 1, 2 and 3 of this Appendix, where WV is WV0XX or WV1XX, XX stands for any digit.

Table 1 – Inspection compliance time and interval for holes as defined in Airbus SB A340-53-5046 area (Area A)

Aeroplane configuration	Thresholds (whichever occurs first)	Interval (whichever occurs first)
A340-500 WV0XX	Within 8 650 flight cycles (FC) or 66 200 flight hours (FH) since aeroplane first flight	3 400 FC or 26 000 FH
A340-600 WV0XX	Within 9 350 FC or 60 900 FH since aeroplane first flight	3 750 FC or 24 500 FH

Table 2 – Inspection compliance time and interval for forward holes area (Area B)

Aeroplane configuration	Thresholds, whichever occurs later, A or B		Interval
A340-600 WV0XX	A	Within 2 230 FC since aeroplane first flight	1 470 FC
	B	Within 1 470 FC after the effective date of this AD	
A340-500 WV0XX	A	Within 1 720 FC since aeroplane first flight	1 140 FC
	B	Within 1 140 FC after the effective date of this AD	
A340-600 WV1XX	A	Within 2 080 FC since aeroplane first flight	1 370 FC
	B	Within 1 370 FC after the effective date of this AD	
A340-500 WV1XX	A	Within 1 550 FC since aeroplane first flight	1 020 FC
	B	Within 1 020 FC after the effective date of this AD	

Table 3 – Inspection compliance time and interval for aft holes area (Area C)

Aeroplane configuration	Thresholds, whichever occurs later, A or B		Interval
A340-600 WV0XX	A	Within 5 850 FC since aeroplane first flight	3 910 FC
	B	Within 3 910 FC after the effective date of this AD	
A340-500 WV0XX	A	Within 3 530 FC since aeroplane first flight	2 360 FC
	B	Within 2 360 FC after the effective date of this AD	
A340-600 WV1XX	A	Within 3 810 FC since aeroplane first flight	2 550 FC
	B	Within 2 550 FC after the effective date of this AD	
A340-500 WV1XX	A	Within 2 580 FC since aeroplane first flight	1 720 FC
	B	Within 1 720 FC after the effective date of this AD	