

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0252</p> <p>Date: 29 November 2010</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 EC 1702/2003, 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>	
Type Approval Holder's Name :	Type/Model designation(s) :
AIRBUS	A330 and A340-500/-600 aeroplanes
TCDS Number : EASA.A.004, EASA.A.015	
Foreign AD : Not applicable	
Supersedure : None	
ATA 53	Fuselage - Nuts – Inspection / Replacement
Manufacturer(s): Airbus (formerly Airbus Industrie)	
Applicability:	<p>Airbus A330 aeroplanes, models -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343, manufacturer serial numbers: 0895, 0898 to 0900 inclusive, 0903 to 0909 inclusive, 0911, 0913 to 0916 inclusive, 0918 to 0920 inclusive, 0922, 0923, 0926, 0927, 0930 to 0932 inclusive, 0934 to 0936 inclusive, 0940 and 0951.</p> <p>Airbus A340 aeroplanes, models -541, -542, -642 and -643, manufacturer serial numbers: 0846, 0848, 0894, 0897, 0902, 0910, 0912, 0917 and 0929.</p>
Reason:	<p>During structural part assembly in Airbus production line, some nuts Part Number (P/N) ASNA2531-4 were found cracked.</p> <p>Investigations were performed to determine batches of the affected nuts.</p> <p>Static, fatigue and corrosion tests were performed and demonstrated that no immediate maintenance action is necessary. However, due to the large number of these nuts fitted on primary structural elements, this condition, if not corrected, could impair the structural integrity of the affected aeroplanes.</p> <p>This AD requires detailed inspection and replacement of nuts P/N ASNA2531-4 with new ones having the same P/N, in order to restore the structural integrity of the affected aeroplanes, and the accomplishment of the applicable corrective actions.</p>
Effective Date:	13 December 2010

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) For nuts P/N ASNA2531-4 located in fuel tank areas overcoated with sealant, within 12 years after the aeroplane first flight, perform a detailed inspection of these nuts, in accordance with the instructions of Airbus Service Bulletin (SB) A330-53-3183 or Airbus SB A340-53-5056, as applicable to the aeroplane type, and: <ol style="list-style-type: none"> (1.1) If any nut is missing, before next flight contact Airbus to obtain the necessary approved instructions for corrective action and accomplish those instructions accordingly. (1.2) If any nut is cracked, before next flight, inform Airbus and replace the cracked nuts with new nuts having the same P/N. (1.3) If any nut is neither missing nor cracked, before next flight, replace them with new nuts having the same P/N. (2) For nuts P/N ASNA2531-4 located in other areas, within 6 years after the aeroplane first flight, perform a detailed inspection of these nuts, in accordance with the instructions of Airbus SB A330-53-3183 or Airbus SB A340-53-5056, as applicable to the aeroplane type, and: <ol style="list-style-type: none"> (2.1) If any nut is missing, before next flight contact Airbus to obtain the necessary approved instructions for corrective action and accomplish those instructions accordingly. (2.2) If any nut is cracked, before next flight, inform Airbus and replace the cracked nuts with new nuts having the same P/N. (2.3) If any nut is neither missing nor cracked, before next flight, replace them with new nuts having the same P/N. (3) Within 90 days after the accomplishment of the inspections required by paragraphs (1) and (2) of this AD, report to Airbus the inspection results, in accordance with the instructions of Airbus SB A330-53-3183 or Airbus SB A340-53-5056, as applicable to the aeroplane type.
<p>Ref. Publications:</p>	<p>Airbus Service Bulletin A330-53-3183 at original issue dated 30 September 2010; Airbus Service Bulletin A340-53-5056 at original issue dated 07 October 2010.</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 published on 27 October 2010 as PAD 10-113 for consultation until 25 November 2010. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification 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