


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 11-056R1</p> <p>Date: 25 November 2011</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A330, A340-200/-300 aeroplanes
TCDS Number :	EASA.A.004, EASA.A.015
Foreign AD :	Not applicable
Supersedure :	None
ATA 53	Fuselage – Belly Fairing Rods – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN).</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, all manufacturer serial numbers.</p>
Reason:	<p>A rod manufacturing process defect has been identified at the supplier, Technical Airborne Components Industries (TAC), which could lead to cracks at the crimped end of the rod.</p> <p>A design review of all affected rods has demonstrated that rupture of rods which attach the belly fairing can lead to separation of the belly fairing from the airframe, which would constitute an unsafe condition.</p> <p>For the reasons described above, this AD requires detailed visual inspections of the 21 affected rods installed in the belly fairing for manufacturer identification, and if TAC is identified as manufacturer, or if the manufacturer cannot be identified, to further inspect the rods to find any crack, using a high frequency eddy current (HFEC) method and, depending on findings, accomplishment of the applicable corrective actions, to ensure structural integrity of the belly fairing rods.</p> <p>This PAD has been revised to extend the prohibition of the installation of the affected TAC rods as replacement parts in the belly fairing to all aeroplanes.</p>

Effective Date:	14 days after final AD issue date
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313 aeroplanes, from MSN 0002 to 1113 inclusive, except MSN 0996, 1039, 1054, 1059, 1105, 1107, 1108 and 1112:</p> <p>Within 72 months after the effective date of this AD, accomplish the following actions in accordance with the instructions of Airbus Service Bulletin (SB) A330-53-3186 Revision 01 or SB A340-53-4185 Revision 01, as applicable to aeroplane type:</p> <p>(1.1) Perform a detailed visual inspection of the 21 affected rods of the belly fairing, listed in SB A330-53-3186 Revision 01 or SB A340-53-4185 Revision 01, as applicable to aeroplane type, for rod manufacturer identification.</p> <p>(1.2) If the rod manufacturer, identified as required by paragraph (1.1) of this AD, is TAC, or if the manufacturer cannot be identified, perform a HFEC inspection of the crimped end of the rod body and, if any crack is found, before next flight following the HFEC inspection, do the applicable corrective actions.</p> <p>(1.3) Inspections and corrective actions accomplished before the effective date of this AD, in accordance with Airbus SB A330-53-3186 original issue or SB A340-53-4185 original issue, as applicable to aeroplane type, are acceptable to comply with the requirements of paragraphs (1.1) and (1.2) of this AD.</p> <p>(2) For all aeroplanes identified in the Applicability section of this AD:</p> <p>From the effective date of this AD, do not install any affected TAC rod, listed in SB A330-53-3186 Revision 01 or SB A340-53-4185 Revision 01, as applicable to aeroplane type, in the belly fairing unless the rod has passed the inspection as required by paragraph (1.2) of this AD.</p>
Ref. Publications :	<p>Airbus Service Bulletin A330-53-3186 Revision 01 dated 07 April 2011;</p> <p>Airbus Service Bulletin A340-53-4185 Revision 01 dated 07 April 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. The original issue of this Proposed AD was closed for consultation on 29 June 2011. This Proposed AD Revision 1 will be closed for consultation on 09 December 2011. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EAL; E-mail: airworthiness.A330-A340@airbus.com.