


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-104</p> <p>Date: 07 August 2012</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>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A340-500/-600 aeroplanes
TCDS Number: EASA.A.015	
Foreign AD: Not applicable	
Supersedure: None	
ATA 53	Fuselage – Drain Holes in Frames (FR) 73A & FR75A at Stringer 11 – Inspection / Repair
Manufacturer(s):	Airbus
Applicability:	Airbus A340-542 and A340-642 aeroplanes, manufacturer serial numbers 0804, 0812, 0829, 0837, 0846, 0848, 0870, 0886, 0894, 0897, 0902, 0910, 0912, 0917, 0924, 0929, 0933, 0953, 0960, 0972, 0981, 0987, 0993, 1005, 1017, 1030, 1040 and 1079 inclusive.
Reason:	<p>It was detected that cold expansion of the four drain holes diameter. 8,5mm in milled FR73A and FR75A at stringer 11 Left Hand (LH) and Right Hand (RH) side had not been performed in production on some aeroplanes. Airbus identified a list of other aeroplanes that are potentially affected.</p> <p>This condition, if not detected and corrected, could lead to reduced fatigue life with higher probability of crack occurrence which could affect the frame integrity and consequently the structural integrity of these aeroplanes.</p> <p>To address this condition, Airbus issued Service Bulletin (SB) A340-53-5062 for aeroplanes in service.</p> <p>For the reasons described above, this AD requires accomplishment of a roto-test inspection of these 4 drain holes and, depending on findings, accomplishment of cold expansion of the 4 drain holes or a repair.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before exceeding 41 000 Flight Hours or 5 600 Flight Cycles, whichever occurs first, since aeroplane first flight but no later than 6 years from the aeroplane first flight, accomplish a roto-test inspection of the 4 milled drain holes in FR73A and FR75A at stringer11 LH / RH in accordance with the instructions of Airbus SB A340-53-5062. (2) If during the inspection required by paragraph (1) of this AD, no cracks are detected, before next flight, accomplish the cold expansion of the 4 drain holes in accordance with the instructions of Airbus SB A340-53-5062. (3) If during the inspection required by paragraph (1) of this AD, cracks are detected, before next flight, contact Airbus to get further approved instructions and apply these instructions accordingly.
Ref. Publications:	<p>Airbus SB A340-53-5062 original issue dated 28 February 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 04 September 2012. 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 question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.