

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 13-047 Date: 12 March 2013 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.
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.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330 and A340-200/300 aeroplanes
TCDS Number:	EASA.A.004, EASA.A.015
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 2001-269(B) dated 27 June 2001 and DGAC France AD 2001-268 (B)R1 dated 25 July 2001.
ATA 57	Wings – Inner Rear Spar Upper Build Slot – Inspection / Modification
Manufacturer(s):	Airbus (formerly Airbus Industries)
Applicability:	Airbus A330-301, A330-321, A330-322, A330-342 aeroplanes, all Manufacturers Serial Number (MSN), and Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313 aeroplanes, all MSN, except those on which Airbus modification 42547 has been embodied in production.
Reason:	During wing fatigue test, a crack was detected which propagated from the tip of the build slot in the vertical web of the wing inner rear spar between rib 1 and 2. This condition, if not detected and corrected, could lead to reduced structural integrity of the wing. To address this potentially unsafe situation, DGAC France issued AD 2001-268(B)R1 and AD 2001-269(B) to require repetitive High Frequency Eddy Current (HFEC) inspections of the aft face of the inner rear spar web in the area adjacent to the outboard end of the build slot and, depending on findings, repair of the inner rear spar web. Since these ADs were issued, in the frame of a new fatigue and damage tolerance evaluation, taking into account aeroplane utilization and Widespread Fatigue Damage (WFD) analysis, the thresholds and intervals of the affected inspections have been reassessed. The conclusion of this reassessment was that several thresholds and intervals must be reduced to allow timely detection

	of cracks and the accomplishment of an applicable corrective action. For the reason described above, this AD retains the requirements of DGAC France AD 2001-268(B)R1 and AD 2001-269(B), which are superseded, but requires those actions within the new thresholds and intervals.						
Effective Date:	[TBD: 14 days after final AD issue date]						
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Initially, within the compliance time defined in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed the values defined in Airbus Service Bulletin (SB) A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization, accomplish a HFEC inspection of the aft face of the rear spar at the area adjacent to the bolt holes and the end of the build slot in accordance with the instructions of Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type. Table 1 – Initial Inspection <table border="1"> <thead> <tr> <th colspan="2">Compliance time (whichever occurs later, A or B)</th></tr> </thead> <tbody> <tr> <td>A</td><td>Within the threshold or interval, as applicable, as defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization</td></tr> <tr> <td>B</td><td>Within 18 months after the effective date of this AD</td></tr> </tbody> </table> (2) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A330-57-3059 at original issue or Revision 01, or SB A340-57-4066 at original issue or Revision 01, as applicable to aeroplane type, are acceptable for compliance with the initial requirements of paragraph (1) of this AD. After the effective date of this AD, inspections and applicable corrective actions as required by this AD must be accomplished in accordance with the instructions of Airbus SB A330-57-3059 Revision 02 or A340-57-4066 Revision 02, as applicable to aeroplane type. (3) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type. (4) Modification of an aeroplane in accordance with the instructions of Airbus SB A330-57-3058, or SB A340-57-4065, as applicable to aeroplane type, constitutes terminating action for the repetitive inspections as required by this AD for that aeroplane.	Compliance time (whichever occurs later, A or B)		A	Within the threshold or interval, as applicable, as defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization	B	Within 18 months after the effective date of this AD
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A	Within the threshold or interval, as applicable, as defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization						
B	Within 18 months after the effective date of this AD						
Ref. Publications:	Airbus SB A330-57-3058 original issue dated 29 August 2001. Airbus SB A330-57-3059 original issue dated 16 March 2001, or Revision 1 dated 13 September 2001, or Revision 2 dated 20 September 2012. Airbus SB A340-57-4065 original issue dated 29 August 2001. Airbus SB A340-57-4066 original issue dated 16 March 2001, or Revision 1 dated 13 September 2001, or Revision 2 dated 20 September 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.						

Remarks:	1. This Proposed AD will be closed for consultation on 09 April 2013. 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.
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