

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 13-079R1 Date: 24 June 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 A340-300 aeroplanes
TCDS Number : EASA.A.004, EASA.A.015	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA AD 2007-0269R1 dated 15 October 2007.	
ATA 53	Fuselage – Cone / Rear Fuselage Section 19 – Inspection / Modification
Manufacturer(s):	Airbus (Formerly Airbus Industrie)
Applicability:	Airbus A330-201, A330-202, A330-203, A330-223 and A330-243 aeroplanes, all manufacturer serial numbers (MSN), on which Airbus Modification (Mod) 44205 has been embodied in production, except those on which Airbus Mod 52974 or Mod 53223 has been embodied in production. Airbus A340-311, A340-312 and A340-313 aeroplanes, all MSN on which Airbus Mod 44205 has been embodied in production, except those on which Airbus Mod 52974 or Mod 53223 or Mod 45012 has been embodied in production.
Reason:	During fatigue tests (EF3) on an A340-600 aeroplane, multiple damage was found in the upper side shell structure at skin and frame (FR) 84 and 85 interface, from stringer 6 to 15 Left-Hand (LH) and Right Hand (RH). This damage occurred between 58 341 and 72 891 simulated flight cycles (FC). Due to the higher Design Service Goal and different design (e.g. skin thickness) for A330-200 and A340-300 aeroplanes, the damage assessment concluded that these aeroplanes can potentially be impacted. This condition, if not detected and corrected, could result in reduced structural integrity of the airframe. Prompted by these findings, EASA issued AD 2007-0269 to require a one-time inspection and a modification to improve the upper shell structure. EASA AD 2007-0269R1 was issued to clarify the fact that the AD was not applicable to A340-300 aeroplanes on which both Airbus Mod 44205 and Mod 45012 have been embodied in production.

	Since that AD was issued, in the frame of a new fatigue and damage tolerance evaluation, taking into account the aeroplane utilization, the threshold and intervals were reassessed. This reassessment concluded that, in that specific case, the threshold for modifying the aeroplane must be reduced. For the reasons described above, this AD retains the requirements of EASA AD 2007-0269R1, which is superseded, but requires these actions within the new thresholds. This PAD is revised to correct one of the Airbus Mod number (Mod 45012 instead of Mod 45102) mentioned in the Applicability section and to also correct the compliance time specified in Table 1 – B (12 months instead of 24 months).												
Effective Date:	[TBD: 14 days after final AD issue date]												
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For A330-200 aeroplanes on which Airbus Mod 45012 has been embodied in production, within the compliance time defined in Table 1 of this AD, accomplish a High Frequency Eddy Current (HFEC) inspection and corrective actions, as applicable, and modify the upper shell structure between FR84 and FR87 (LH and RH), in accordance with the instructions of Airbus Service Bulletin (SB) A330-53-3152 Revision 03. Table 1 <table border="1"> <thead> <tr> <th colspan="2">Compliance time (whichever occurs later, A or B)</th></tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td><td>Within the thresholds defined in Airbus SB A330-53-3152 Revision 03, depending on aeroplane configuration and utilization</td></tr> <tr> <td style="text-align: center;">B</td><td>Within 12 months after the effective date of this AD but without exceeding the <u>previous</u> threshold defined in Airbus SB A330-53-3152 Revision 02, as applicable, depending on aeroplane configuration and utilization.</td></tr> </tbody> </table> (2) Aeroplanes already inspected and modified, before the effective date of this AD, in accordance with any previous revision of Airbus SB A330-53-3152, are compliant with the requirements of paragraph (1) of this AD. (3) For A330-200 and A340-300 aeroplanes on which Airbus Mod 45012 has not been embodied in production, within the compliance time defined in Table 2 of this AD, as applicable, modify the upper shell structure between FR84 and FR87 (LH and RH) in accordance with the instructions of Airbus SB A330-53-3157 or Airbus SB A340-53-4163, as applicable, depending on the aeroplane type. Table 2 <table border="1"> <thead> <tr> <th>Aeroplane type</th><th>Compliance Time (since aeroplane first flight)</th></tr> </thead> <tbody> <tr> <td>A330-200</td><td>6 600 FC</td></tr> <tr> <td>A340-300</td><td>14 000 FC</td></tr> </tbody> </table>	Compliance time (whichever occurs later, A or B)		A	Within the thresholds defined in Airbus SB A330-53-3152 Revision 03, depending on aeroplane configuration and utilization	B	Within 12 months after the effective date of this AD but without exceeding the <u>previous</u> threshold defined in Airbus SB A330-53-3152 Revision 02, as applicable, depending on aeroplane configuration and utilization.	Aeroplane type	Compliance Time (since aeroplane first flight)	A330-200	6 600 FC	A340-300	14 000 FC
Compliance time (whichever occurs later, A or B)													
A	Within the thresholds defined in Airbus SB A330-53-3152 Revision 03, depending on aeroplane configuration and utilization												
B	Within 12 months after the effective date of this AD but without exceeding the <u>previous</u> threshold defined in Airbus SB A330-53-3152 Revision 02, as applicable, depending on aeroplane configuration and utilization.												
Aeroplane type	Compliance Time (since aeroplane first flight)												
A330-200	6 600 FC												
A340-300	14 000 FC												
Ref. Publications :	Airbus SB A330-53-3152 original issue dated 10 April 2007, or Revision 01 dated 5 May 2009, or Revision 02 dated 27 July 2011, or Revision 03 dated 22 December 2011. Airbus SB A330-53-3157 original issue dated 05 July 2006.												

	Airbus SB A340-53-4163 original issue dated 05 July 2006. 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 16 July 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.