

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 13-087 Date: 21 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): A340-200/-300 aeroplanes
TCDS Number:	EASA.A.015
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 2000-125-139 dated 08 March 2000.
ATA 53	Fuselage – Frame 73A at Door Stop Fitting No. 5 – Inspection / Modification
Manufacturer(s):	Airbus (formerly Airbus Industries)
Applicability:	Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (Mod) 41849 or Mod 44932 has been embodied in production, and except those which have been modified in-service in accordance with Airbus Service Bulletin (SB) A340-53-4085 (any revision).
Reason:	During fatigue tests, cracks were found at the attachment holes for the door stop fitting No. 5 at frame (FR) 73A. This condition, if not detected and corrected, could result in reduced structural capability of the doorframe. Prompted by these findings, DGAC France issued AD 2000-125-139 to require repetitive inspections of fuselage frame (FR) 73A at door stop fitting n° 5 and, depending on findings, accomplishment of applicable corrective actions. That AD also included an optional terminating action. 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 have been reassessed. This resulted in the conclusion that, in this specific case, the inspection thresholds must be reduced. For the reasons described above, this AD retains the requirements of DGAC France AD 2000-125-139, which is superseded, and requires these inspections within the new thresholds and intervals.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) For aeroplanes that, before the effective date of this AD, have never been inspected in accordance with the instructions of Airbus SB A340-53-4086: Within the compliance time defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 4 500 flight cycles (FC), accomplish a High Frequency Eddy-Current inspection (HFEC) on the attachment holes for the stop fittings No. 5 at FR73A, Left Hand side (LH) and Right Hand side (RH) in accordance with the instructions of Airbus SB A340-53-4086 Revision 03. Table 1 – Inspection Threshold <table border="1"> <thead> <tr> <th></th><th>Compliance time (whichever occurs later, A or B)</th></tr> </thead> <tbody> <tr> <td>A</td><td>For A340-200: Before the accumulation of 5 940 FC since aeroplane first flight For A340-300: Before the accumulation of 7 400 FC since aeroplane first flight</td></tr> <tr> <td>B</td><td>Within 12 months after the effective date of this AD, but without exceeding 8 000 FC since aeroplane first flight (the previous threshold defined in Airbus SB A340-53-4086 Revision 02).</td></tr> </tbody> </table> (2) For aeroplanes that, before the effective date of this AD, have already been inspected in accordance with the instructions of SB A340-53-4086: Within 4 500 FC after the last inspection, and thereafter at intervals not to exceed 4 500 FC, accomplish a HFEC inspection on the attachment holes for the stop fittings No. 5 at FR73A, LH and RH in accordance with the instructions of Airbus SB A340-53-4086 Revision 03. (3) If, during any inspection as required by paragraph (1) or (2), of this AD, as applicable, a discrepancy is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A340-53-4086 Revision 03. (4) Accomplishment of the corrective actions as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) or (2) of this AD. (5) Modification of an aeroplane in accordance with the instructions of Airbus SB A340-53-4085 constitutes terminating action for the repetitive inspections required by this AD for that aeroplane.		Compliance time (whichever occurs later, A or B)	A	For A340-200: Before the accumulation of 5 940 FC since aeroplane first flight For A340-300: Before the accumulation of 7 400 FC since aeroplane first flight	B	Within 12 months after the effective date of this AD, but without exceeding 8 000 FC since aeroplane first flight (the previous threshold defined in Airbus SB A340-53-4086 Revision 02).
	Compliance time (whichever occurs later, A or B)						
A	For A340-200: Before the accumulation of 5 940 FC since aeroplane first flight For A340-300: Before the accumulation of 7 400 FC since aeroplane first flight						
B	Within 12 months after the effective date of this AD, but without exceeding 8 000 FC since aeroplane first flight (the previous threshold defined in Airbus SB A340-53-4086 Revision 02).						
Ref. Publications:	Airbus SB A340-53-4085 original issue dated 17 November 1997, Revision 01 dated 19 May 1998, or Revision 02 dated 20 April 2000. Airbus SB A340-53-4086 original issue dated 29 September 1997, Revision 01 dated 06 October 1998, Revision 02 dated 27 April 2000, or Revision 03 dated 24 February 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 19 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 .
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