

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 13-088 Date: 25 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 97-271-071(B) dated 24 September 1997.
ATA 53	Fuselage – Rear Fuselage Frame 73A – 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 43338 has been embodied in production, and except those which have embodied Airbus Service Bulletin (SB) A340-53-4050 in service.
Reason:	During fatigue tests, cracks were found on the Frame (FR) 73A between beams 5 and 6, Left Hand (LH) and Right Hand (RH) sides. This condition, if not detected and corrected, could result in reduced structural integrity of the frame and need for extensive repairs. Prompted by these findings, DGAC France issued AD 97-271-071(B) to require repetitive inspections of fuselage FR 73 between beams 5 and 6 and, depending on findings, the accomplishment of applicable corrective action(s). 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 for FR 73 inspection have been reassessed. This resulted in the conclusion that these must be reduced. For the reasons described above, this AD retains the requirements of DGAC France AD 97-271-071(B), which is superseded, and requires these inspections within the new thresholds and intervals.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 have, before the effective date of this AD, never been inspected in accordance with the instructions of Airbus SB A340-53-4051: Within the compliance time specified in Table 1 of this AD, and, thereafter, at intervals not to exceed 1 200 flight cycles (FC), accomplish a High Frequency Eddy-Current (HFEC) inspection on the attachment holes of FR73A in accordance with the instructions of Airbus SB A340-53-4051 Revision 02. Table 1 – Initial 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 6 800 FC since aeroplane first flight For A340-300 : Before the accumulation of 7 750 FC since aeroplanes first flight</td></tr> <tr> <td>B</td><td>Within 12 months after the effective date of this AD, but without exceeding 8 750 FC since aeroplane first flight (the previous threshold defined in Airbus SB A340-53-4051 Revision 01).</td></tr> </tbody> </table> (2) For aeroplanes that have, before the effective date of this AD, already been inspected in accordance with the instructions of Airbus SB A340-53-4051: Within 1 200 FC after the last inspection in accordance with the instructions of Airbus SB A340-53-4051 (at any revision), and thereafter at intervals not to exceed 1 200 FC, accomplish a HFEC on the attachment holes for the stop fittings No. 5 at FR73A, LH and RH in accordance with the instructions of Airbus SB A340-53-4051 Revision 02. (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 (depending on findings) corrective actions (Rework of Frame 73A, or replacement of part of FR73 with an improved design) in accordance with the instructions of Airbus SB A340-53-4051 Revision 02. Modification of an aeroplane by rework of Frame 73A in accordance with the instructions of Airbus SB A340-53-4051 does not constitute terminating action to the repetitive inspection required by paragraph (1) or (2) of this AD, as applicable, for that aeroplane. Modification of an aeroplane by replacement of part of FR73 with an improved design in accordance with the instructions of Airbus SB A340-53-4051, constitutes terminating action for the repetitive inspections required by paragraph (1) or (2) of this AD, as applicable, for that aeroplane. (4) Modification of an aeroplane in accordance with the instructions of Airbus SB A340-53-4050 constitutes terminating action for the repetitive inspections required by paragraph (1) or (2) of this AD, as applicable, for that aeroplane.		Compliance time (whichever occurs later, A or B)	A	For A340-200 : Before the accumulation of 6 800 FC since aeroplane first flight For A340-300 : Before the accumulation of 7 750 FC since aeroplanes first flight	B	Within 12 months after the effective date of this AD, but without exceeding 8 750 FC since aeroplane first flight (the previous threshold defined in Airbus SB A340-53-4051 Revision 01).
	Compliance time (whichever occurs later, A or B)						
A	For A340-200 : Before the accumulation of 6 800 FC since aeroplane first flight For A340-300 : Before the accumulation of 7 750 FC since aeroplanes first flight						
B	Within 12 months after the effective date of this AD, but without exceeding 8 750 FC since aeroplane first flight (the previous threshold defined in Airbus SB A340-53-4051 Revision 01).						
Ref. Publications:	Airbus SB A340-53-4050 original issue dated 19 February 1997. Airbus SB A340-53-4051 original issue dated 19 February 1997, or Revision 01 dated 30 January 1998, or Revision 02 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 23 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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