

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 13-114R1 Date: 06 November 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): A340-500 and A340-600 aeroplanes
TCDS Number: EASA.A.015	
Foreign AD: Not Applicable	
Supersedure: None	
ATA 57	Wings – Center Wing Box / Keel Angle Fitting and Forward Lower Shell Junction – Inspection
Manufacturer(s):	Airbus (Formerly Airbus Industrie)
Applicability:	Airbus A340-541, A340-542, A340-642, and A340-643 aeroplanes, all manufacturer serial numbers
Reason:	During maintenance action on two different aeroplanes, cracks were detected in one fastener hole at the junction between the lower keel angle fitting and the Center Wing Box (CWB) lower panel, in forward zone near Frame 40. Based on these findings, Airbus extended the inspection to other areas and the results evidenced additional cracks. This condition, if not detected and corrected, could affect the structural integrity of the CWB. To address this condition, Airbus developed an inspection program of the lower keel angle fitting and issued several Service Bulletins (SB) for accomplishing repetitive inspections of the affected areas. This inspection program takes into account the aeroplane type including configuration and weight variant (WV). For the reason describe above, this AD requires accomplishment of repetitive ultrasonic and Low frequency Eddy Current inspections of the three defined areas, forward, center and rear of the lower keel angle fitting, and depending on findings, accomplishment of the applicable corrective actions. This PAD has been revised to update the tables in Appendix of this PAD. This update clarifies the aeroplanes affected by this PAD.

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 Area A (Holes within Airbus Service Bulletin (SB) A340-53-5046 area) of the lower keel angle fitting, within the compliance time defined in Appendix Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed the values defined in the Appendix Table 1 of this AD, as applicable, accomplish Low Frequency Eddy Current inspection of the two fasteners holes located at the junction between the lower keel angle fitting, the Y doubler and the forward lower shell panel in accordance with the instructions of Airbus SB A340-57-5033. (2) Aeroplanes on which Airbus modification (Mod.) 54595, or Mod. 53002 have been embodied in production, are not affected by the requirements of paragraph (1) of this AD. (3) Modification of an aeroplane in accordance with the instructions of Airbus SB A340-53-5046 (Mod. 58361) constitutes terminating action for the requirements of paragraph (1) of this AD. (4) For Area B (Forward holes area) of the lower keel angle fitting, within the compliance time defined in Appendix Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed the value defined in Appendix Table 2 of this AD, as applicable, accomplish an ultrasonic inspection of the two fasteners holes located at the junction between the lower keel angle fitting and the CWB lower panel in accordance with the instructions of Airbus SB A340-57-5034. (5) For Area C (Aft holes area) of the lower keel angle fitting within the compliance time defined in Appendix Table 3 of this AD, as applicable, and, thereafter, at intervals not to exceed the value defined in Appendix Table 3 of this AD, as applicable, accomplish an ultrasonic inspection of the five fasteners holes located at the junction between the lower keel angle fitting and the CWB lower panel in accordance with the instructions of Airbus SB A340-57-5035. (6) If, during any inspection as required by paragraph (1) or (4) or (5) of this AD, any crack is detected, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish the repair accordingly. Those repair instructions could contain instructions for post-repair repetitive inspections, if applicable. (7) Accomplishment of the inspections as required by paragraphs (1) and (4) and (5) of this AD cancels the need to accomplish Airworthiness Limitation Items task 57-18-11.
Ref. Publications:	Airbus SB A340-57-5033, at Original issue, dated 28 February 2013. Airbus SB A340-57-5034, at Original issue, dated 15 March 2013. Airbus SB A340-57-5035, at Original issue, dated 01 March 2013. Airbus SB A340-53-5046, Revision 02, dated 08 July 2011. 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 20 November 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 – EAL; E-mail: airworthiness.A330-A340@airbus.com.

Appendix

Note: in Tables 1 and 2 of this Appendix, where WV is WV0XX or WV1XX, XX stands for any digit.

Table 1 – Inspection compliance time and intervals for holes within Airbus Service Bulletin (SB) A340-53-5046 area (Area A)

Aeroplane configuration	Thresholds (whichever occurs first)	Intervals (whichever occurs first)
A340-500 WV0XX	Within 8 650 flight cycles (FC) or 66 200 flight hours (FH) since aeroplane first flight	3 400 FC or 26 000 FH
A340-600 WV0XX	Within 9 350 FC or 60 900 FH since aeroplane first flight	3 750 FC or 24 500 FH

Table 2 – Inspection compliance time and intervals for forward holes area (Area B)

Aeroplane configuration	Thresholds, whichever occurs later, A or B		Interval
A340-600 WV0XX	A	Within 2 230 FC since aeroplane first flight	1 470 FC
	B	Within 1 470 FC after the effective date of this AD	
A340-500 WV0XX	A	Within 1 720 FC since aeroplane first flight	1 140 FC
	B	Within 1 140 FC after the effective date of this AD	
A340-600 WV1XX	A	Within 2 080 FC since aeroplane first flight	1 370 FC
	B	Within 1 370 FC after the effective date of this AD	
A340-500 WV1XX	A	Within 1 550 FC since aeroplane first flight	1 020 FC
	B	Within 1 020 FC after the effective date of this AD	

Table 3 – Inspection compliance time and intervals for aft holes area (Area C)

Aeroplane configuration	Thresholds, whichever occurs later, A or B		Interval
A340-600 WV0XX	A	Within 5 850 FC since aeroplane first flight	3 910 FC
	B	Within 3 910 FC after the effective date of this AD	
A340-500 WV0XX	A	Within 3 530 FC since aeroplane first flight	2 360 FC
	B	Within 2 360 FC after the effective date of this AD	
A340-600 WV1XX	A	Within 3 810 FC since aeroplane first flight	2 550 FC
	B	Within 2 550 FC after the effective date of this AD	
A340-500 WV1XX	A	Within 2 580 FC since aeroplane first flight	1 720 FC
	B	Within 1 720 FC after the effective date of this AD	