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| EASA | NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE |
|  | <p>PAD No.: 13-129</p> <p>Date: 27 August 2013</p> <p>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.</p> |
| <p>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.</p> | |
| <p>Design Approval Holder's Name:</p> <p>AIRBUS</p> | <p>Type/Model designation(s):</p> <p>A330-300 and A340-200/-300 aeroplanes</p> |
| TCDS Number: | EASA.A.015, EASA.A.004 |
| Foreign AD: | Not applicable |
| Supersedure: | This AD supersedes the DGAC France AD 96-056-029(B) dated 23 March 1996 and DGAC France AD 96-057-042 dated 23 March 1996. |
| ATA 53 | Fuselage – Center Landing Gear Door / Structure – Joint Area Between Frames 49 and 53.2 – Inspection |
| Manufacturer(s): | Airbus (formerly Airbus Industries) |
| Applicability: | <p>Airbus A330-301, A330-321, A330-322, A330-341 and A330-342 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 42605 has been embodied in production.</p> <p>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 42605 has been embodied in production.</p> |
| Reason: | <p>In order to prevent a damage in the inboard Z profile at the Center Landing Gear (CLG) door fitting location (Frame 49 to 53.2) caused by cracks evidenced during fatigue tests and which could lead to a reduced structural integrity, DGAC France AD 96-056-029(B) and DGAC France AD 96-057-042 were issued to require a repetitive inspection of the inboard Z profile on both Left Hand (LH) and Right Hand (RH) sides.</p> <p>An optional terminating action of the repetitive inspection of this AD exists by modification of the aeroplane in accordance with instructions of Airbus Service Bulletin (SB) A330-53-3019 or Airbus SB A340-53-4028, as applicable.</p> <p>Since those ADs were issued, in the frame of a new fatigue and damage tolerance evaluation, taking into account the aeroplane utilisation, the threshold and intervals have been reassessed. This resulted in the conclusion that, in this specific case, certain thresholds and intervals are more restrictive.</p> <p>For the reasons described above, this AD retains the requirements of both DGAC France AD 96-056-029(B) and DGAC France AD 96-057-042, which are</p> |

| | superseded, and requires accomplishment of repetitive inspections of the inboard Z profile (LH/RH) within the new thresholds and intervals. | | | | | | | | | | | | |
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| Effective Date: | [TBD: 14 days after final AD issue date] | | | | | | | | | | | | |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <p>(1) For aeroplanes that have, before the effective date of this AD, <u>never</u> been inspected in accordance with the instructions of Airbus SB A330-53-3020 or Airbus SB A340-53-4029, as applicable:</p> <p>Within the compliance time defined in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 3 700 Flight Cycles (FC), accomplish a special detailed inspection of the Inboard Z profile Vertical Flange (LH/RH) in accordance with the instructions of Airbus SB A330-53-3020 Revision 02 or Airbus SB A340-53-4029 Revision 02 as applicable.</p> <p style="text-align: center;">Table 1 – Initial inspection</p> <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>Before the accumulation of 3 700 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 5 500 FC, to be counted from the aeroplane first flight, (the previous threshold defined in Airbus SB A330-53-3020 Revision 01 or SB A340-53-4029 Revision 01, as applicable).</td></tr> </tbody> </table> <p>(2) For aeroplanes that, before the effective date of this AD, have already been inspected in accordance with the instructions of Airbus SB A330-53-3020 or Airbus SB A340-53-4029, as applicable:</p> <p>Within the compliance time defined in Table 2 of this AD, and thereafter at intervals not to exceed 3 700 FC, accomplish a special detailed inspection of the Inboard Z profile Vertical Flange (LH/RH) in accordance with the instructions of Airbus SB A330-53-3020 Revision 02 or Airbus SB A340-53-4029 Revision 02 as applicable.</p> <p style="text-align: center;">Table 2 – First Inspection after the effective date of this AD</p> <table border="1"> <thead> <tr> <th></th><th>Compliance time (whichever occurs later, C or D)</th></tr> </thead> <tbody> <tr> <td>C</td><td>Before the accumulation of 3 700 FC since last inspection.</td></tr> <tr> <td>D</td><td>Within 12 months after the effective date of this AD but without exceeding 5 500 FC since last inspection (the previous value defined in Airbus SB A330-53-3020 Revision 01 or SB A340-53-4029 Revision 01, as applicable).</td></tr> </tbody> </table> <p>(3) If, during any inspection as required by paragraph (1) or (2) of this AD, any crack is detected, before next flight, accomplish the applicable corrective actions within the threshold/interval as defined in Airbus SB A330-53-3020 Revision 02 or Airbus SB A340-53-4029 revision 02, as applicable.</p> <p>(4) Modification of an aeroplane in accordance with the instructions of Airbus SB A330-53-3019 or Airbus SB A340-53-4028, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) or (2) of this AD for that aeroplane, provided it is embodied on an undamaged structure (crack free Z profile).</p> | | Compliance time (whichever occurs later, A or B) | A | Before the accumulation of 3 700 FC since aeroplane first flight. | B | Within 12 months after the effective date of this AD but without exceeding 5 500 FC, to be counted from the aeroplane first flight, (the previous threshold defined in Airbus SB A330-53-3020 Revision 01 or SB A340-53-4029 Revision 01, as applicable). | | Compliance time (whichever occurs later, C or D) | C | Before the accumulation of 3 700 FC since last inspection. | D | Within 12 months after the effective date of this AD but without exceeding 5 500 FC since last inspection (the previous value defined in Airbus SB A330-53-3020 Revision 01 or SB A340-53-4029 Revision 01, as applicable). |
| | Compliance time (whichever occurs later, A or B) | | | | | | | | | | | | |
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| B | Within 12 months after the effective date of this AD but without exceeding 5 500 FC, to be counted from the aeroplane first flight, (the previous threshold defined in Airbus SB A330-53-3020 Revision 01 or SB A340-53-4029 Revision 01, as applicable). | | | | | | | | | | | | |
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| C | Before the accumulation of 3 700 FC since last inspection. | | | | | | | | | | | | |
| D | Within 12 months after the effective date of this AD but without exceeding 5 500 FC since last inspection (the previous value defined in Airbus SB A330-53-3020 Revision 01 or SB A340-53-4029 Revision 01, as applicable). | | | | | | | | | | | | |
| Ref. Publications: | Airbus SB A330-53-3019 Original issue dated 30 November 1995, Revision 01 dated 23 July 1998. | | | | | | | | | | | | |

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| | <p>Airbus SB A330-53-3020 Original issue dated 30 November 1995, Revision 01 dated 24 April 1996, Revision 02 dated 16 December 2011.</p> <p>Airbus SB A340-53-4028 Original issue dated 30 November 1995, Revision 01 dated 27 May 1998.</p> <p>Airbus SB A340-53-4029 Original issue dated 30 November 1995, Revision 01 dated 24 April 1996, Revision 02 dated 16 December 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> |
| Remarks: | <ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 24 September 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. |