

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 13-135 Date: 06 September 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 aeroplanes
TCDS Number:	EASA.A.004
Foreign AD:	Not Applicable
Supersedure:	This AD supersedes EASA AD 2008-0213 dated 08 December 2008.
ATA 53	Fuselage – Frame 40 Keel Beam Flange – Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330-202, A330-223, A330-243, A330-301, A330-322 and A330-342 aeroplanes, manufacturer serial numbers: 0177, 0181, 0183, 0184, 0188, 0189, 0191, 0195, 0198, 0200, 0203, 0205, 0206, 0209, 0211, 0219, 0222, 0223, 0224, 0226, 0229, 0230, 0231, 0232, 0234, 0238, 0240, 0241, 0244, 0247, 0248, 0249, 0250, 0251, 0253, 0254 and 0255 inclusive.
Reason:	During the A330 and A340 aeroplane fatigue test, cracks appeared on the right and left sides between the crossing area of the keel angle fitting and the front spar of the Centre Wing Box (CWB). Several modifications were introduced in the fleet in the area of frame (FR) 40 keel angle assembly in order to prevent these cracks. However, the new design caused interference between one fastener and the keel angle which was corrected by further local reprofiling of the keel angle horizontal flange. This condition, if not detected and corrected, could result in reduced structural integrity of the area. Prompted by these findings, EASA issued AD 2008-0213 to require accomplishment of repetitive special detailed inspection on the horizontal flange of the keel beam in the area of first fastener hole aft of FR40 and, depending on findings, accomplishment of a repair. Since that AD was issued, a new fatigue and damage tolerance evaluation was conducted by Airbus. It was concluded that, due to aeroplane utilisation, the current inspection thresholds and intervals had to be modified. For the reason described above, this AD retains the requirements of EASA AD 2008-0213, which is superseded, and redefines the 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 <u>never</u> been inspected in accordance with the instructions of Airbus Service Bulletin (SB) A330-53-3151: Within the compliance time defined in Table 1 of this AD, and, thereafter, at intervals not to exceed the values defined in Airbus SB A330-53-3151 Revision 02, as applicable, depending on aeroplane configuration and utilisation, accomplish a special detailed inspection of the keel beam fitting horizontal flange edge at FR 40 on left-hand (LH) and right-hand (RH) sides of the fuselage in accordance with the instructions of Airbus SB A330-53-3151 Revision 02. <u>Table 1 – Initial Inspection</u> <table border="1"> <tr> <th></th><th>Compliance time (whichever occurs later, A or B)</th></tr> <tr> <td>A</td><td>Within the threshold defined in Airbus SB A330-53-3151 Revision 02 since aeroplane first flight, depending on aeroplane configuration and utilisation</td></tr> <tr> <td>B</td><td>Within 12 months after the effective date of this AD but without exceeding the previous threshold as defined in SB A330-53-3151 Revision 01.</td></tr> </table> (2) For aeroplanes that, before the effective date of this AD, have already been inspected in accordance with the instructions of Airbus SB A330-53-3151: Within the compliance time defined in Table 2 of this AD, and, thereafter, at intervals not to exceed the values defined in Airbus SB A330-53-3151 Revision 02, as applicable, depending on aeroplane configuration and utilisation, accomplish a special detailed inspection of the keel beam fitting horizontal flange edge at FR 40 on LH and RH sides of the fuselage in accordance with the instructions of Airbus SB A330-53-3151 Revision 02. <u>Table 2 – First Inspection after the effective date of this AD</u> <table border="1"> <tr> <th></th><th>Compliance time (whichever occurs later, C or D)</th></tr> <tr> <td>C</td><td>Within the new interval, as defined in Airbus SB A330-53-3151 Revision 02, depending on aeroplane configuration and utilization to be counted from the last inspection.</td></tr> <tr> <td>D</td><td>Within 12 months after the effective date of this AD but without exceeding the previous value as defined in SB A330-53-3151 Revision 01.</td></tr> </table> (3) If, during any inspection as required by paragraph (1) or (2) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish them accordingly. The need and definition of any subsequent repetitive inspection must be defined in the applicable Repair Approval Sheet (RAS).		Compliance time (whichever occurs later, A or B)	A	Within the threshold defined in Airbus SB A330-53-3151 Revision 02 since aeroplane first flight, depending on aeroplane configuration and utilisation	B	Within 12 months after the effective date of this AD but without exceeding the previous threshold as defined in SB A330-53-3151 Revision 01.		Compliance time (whichever occurs later, C or D)	C	Within the new interval, as defined in Airbus SB A330-53-3151 Revision 02, depending on aeroplane configuration and utilization to be counted from the last inspection.	D	Within 12 months after the effective date of this AD but without exceeding the previous value as defined in SB A330-53-3151 Revision 01.
	Compliance time (whichever occurs later, A or B)												
A	Within the threshold defined in Airbus SB A330-53-3151 Revision 02 since aeroplane first flight, depending on aeroplane configuration and utilisation												
B	Within 12 months after the effective date of this AD but without exceeding the previous threshold as defined in SB A330-53-3151 Revision 01.												
	Compliance time (whichever occurs later, C or D)												
C	Within the new interval, as defined in Airbus SB A330-53-3151 Revision 02, depending on aeroplane configuration and utilization to be counted from the last inspection.												
D	Within 12 months after the effective date of this AD but without exceeding the previous value as defined in SB A330-53-3151 Revision 01.												
Ref. Publications:	Airbus SB A330-53-3151 at Original issue dated 06 December 2005 or Revision 1 dated 25 September 2008 or Revision 02 dated 21 March 2012. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.												

Remarks:	1. This Proposed AD will be closed for consultation on 04 October 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.
----------	--