


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0257</p> <p>Date: 21 October 2013</p> <p>Note: This Airworthiness Directive (AD) 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>
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
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 AD F-2000-136-142(B) dated 22 March 2000.
ATA 53	Fuselage – Cover Plate of the Torsion Box of the Aft Passenger / Crew Door – Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
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 44043 or Airbus modification 43961 has been embodied in production or Airbus Service Bulletin (SB) A340-53-4072 has been embodied in service.
Reason:	<p>During full fatigue tests, cracks were found at the cover plate of the torsion box of the aft passenger/crew door at Frames (FR) 73A and FR75A that could develop in all A340 aeroplanes of a similar design.</p> <p>This condition, if not corrected, could result in reduced structural capability of the rear fuselage.</p> <p>Prompted by these findings, in 2000, DGAC France issued AD F-2000-136-142(B) to require reinforcement of the aeroplane structure in accordance with the instruction of Airbus SB A340-53-4072.</p> <p>Since that AD was issued, a new fatigue and damage tolerance evaluation was conducted by Airbus. It was concluded that, due to the aeroplane utilisation, the current reinforcement embodiment compliance time had to be reduced.</p> <p>For the reasons described above, this AD retains DGAC AD F-2000-136-142(B) requirements, which is superseded and reduces compliance time to reinforce the cover plate of the torsion box of the aft passenger/crew door.</p>
Effective Date:	04 November 2013

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time defined in Table 1 of this AD, depending on aeroplane utilisation, reinforce the cover plate of the torsion box of the aft passenger/crew door, Left Hand and Right Hand, in accordance with the instructions of Airbus SB A340-53-4072 Revision 04.</p> <p style="text-align: center;"><u>Table 1 –Threshold</u></p> <table border="1" data-bbox="536 400 1461 685"> <tr> <th data-bbox="536 400 608 465"></th><th data-bbox="608 400 1461 465">Compliance time (whichever occurs later, A or B)</th></tr> <tr> <td data-bbox="536 465 608 589">A</td><td data-bbox="608 465 1461 589">Within the threshold defined in Airbus SB A340-53-4072 Revision 04, depending on aeroplane utilisation and to be counted from aeroplane first flight.</td></tr> <tr> <td data-bbox="536 589 608 685">B</td><td data-bbox="608 589 1461 685">Within 12 months after the effective date of this AD, but without exceeding 8 750 flight cycles since aeroplane first flight.</td></tr> </table> <p>(2) Reinforcement of the cover plate of the torsion box of the aft passenger/crew door, Left Hand and Right Hand accomplished on an aeroplane, before the effective date of this AD, in accordance with Airbus SB A340-53-4072 at original issue or Revision 01 or Revision 02 or Revision 03, is acceptable to comply with the requirements of paragraphs (1) of this AD.</p>		Compliance time (whichever occurs later, A or B)	A	Within the threshold defined in Airbus SB A340-53-4072 Revision 04, depending on aeroplane utilisation and to be counted from aeroplane first flight.	B	Within 12 months after the effective date of this AD, but without exceeding 8 750 flight cycles since aeroplane first flight.
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A	Within the threshold defined in Airbus SB A340-53-4072 Revision 04, depending on aeroplane utilisation and to be counted from aeroplane first flight.						
B	Within 12 months after the effective date of this AD, but without exceeding 8 750 flight cycles since aeroplane first flight.						
<p>Ref. Publications:</p>	<p>Airbus SB A340-53-4072 at original issue dated 29 June 1998 or Revision 01 dated 05 June 2000 or Revision 02 dated 07 October 2003 or Revision 03 dated 01 April 2010 or Revision 04 date 03 February 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 11 September 2013 as PAD 13-138 for consultation until 09 October 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com. 						