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| <b>EASA</b>   | <b>NOTIFICATION OF A PROPOSAL TO ISSUE AN<br/>AIRWORTHINESS DIRECTIVE</b>  |
|    | <p><b>PAD No.: 13-150</b></p> <p><b>Date: 24 September 2013</b></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.<br/>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> |  |
| <b>Design Approval Holder's Name :</b><br>AIRBUS  | <b>Type/Model designation(s) :</b><br>A330 and A340 aeroplanes   |
| TCDS Number : EASA A.004, EASA A.015  |  |
| Foreign AD : Not applicable   |  |
| Supersedure : This AD supersedes EASA AD 2007-0247R1-E dated 07 September 2007, including the correction dated 04 October 2007.   |  |
| <b>ATA 57</b>   | <b>Wings – Main Landing Gear Rib 6 Aft Bearing Lugs – Inspection / Replacement</b>   |
| Manufacturer(s):  | Airbus (formerly Airbus Industrie)   |
| Applicability:  | <p>Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN).</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.</p>  |
| Reason:   | <p>During Main Landing Gear (MLG) lubrication, a crack was found visually in the MLG rib 6 aft bearing forward lug on one A330 in service aeroplane. The crack had extended through the entire thickness of the forward lug at approximately the 4 o'clock position (when looking forward). It has been determined that similar type of crack can develop on other aeroplane types that are listed in the Applicability paragraph.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the MLG attachment.</p> <p>To address this situation, Airbus issued inspection Service Bulletins (SB) A330-57-3096, A340-57-4104 and A340-57-5009 to instruct repetitive inspection of the gear rib lugs.</p> <p>Prompted by these findings, EASA issued Emergency AD 2006-0364-E to require repetitive detailed visual inspections of the Left Hand (LH) and Right Hand (RH) wing MLG rib 6 aft bearing lugs. Later, EASA issued AD</p> |

|  | <p>2007-0247R1-E, which superseded EAD 2006-0364-E, to:</p> <ul style="list-style-type: none"><li>- expand the applicability to all A330 and A340 series aeroplane, because the interference fit bushes cannot be considered as a terminating action, owing to unknown root cause; and</li><li>- add a second parameter quoted in Flight Hours (FH) to the inspection interval in order to reflect the aeroplane utilisation in service.</li></ul> <p>EASA AD 2007-0247R1-E was republished to correct a typographical error.</p> <p>Since the first crack finding and issuance of the inspection SBs and related ADs, six further cracks have been reported.</p> <p>For the reasons described above, this AD, which supersedes EASA EAD 2007-0247 R1-E and retains its requirements, is issued to expand the applicability to the newly certified models A330-223F and A330-243F and to reduce the threshold further to the risk assessment of recent in service experience.</p>  |                  |                                      |  |               |              |  |     |       |                      |     |     |  |     |     |                              |     |     |  |     |     |                      |     |     |  |     |     |
|--|--|------------------|--------------------------------------|--|---------------|--------------|--|-----|-------|----------------------|-----|-----|--|-----|-----|------------------------------|-----|-----|--|-----|-----|----------------------|-----|-----|--|-----|-----|
| 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) Before exceeding 42 months since aeroplane first flight, or since the last MLG support rib replacement, as applicable, or within 4 months after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed the values specified in Table 1 of this AD, accomplish a detailed visual inspection of the LH and RH wing MLG rib 6 aft bearing lugs (forward and aft) to detect any cracks, in accordance with instructions of Airbus SB A330-57-3096 Revision 04 or SB A340-57-4104 Revision 03 or SB A340-57-5009 Revision 02, as applicable to aeroplane types and models.</p> <p style="text-align: center;">Table 1 – Intervals</p> <table><tr><th rowspan="2">Aeroplane Models</th><th colspan="2">Interval<br/>(whichever occurs first)</th></tr><tr><th>Flight Cycles</th><th>Flight Hours</th></tr><tr><td>A330-201, A330-202, A330-203, A330-223, A330-243</td><td>300</td><td>1 500</td></tr><tr><td>A330-223F, A330-243F</td><td>300</td><td>900</td></tr><tr><td>A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343</td><td>300</td><td>900</td></tr><tr><td>A340-211, A340-212, A340-213</td><td>200</td><td>800</td></tr><tr><td>A340-311, A340-312, A340-313 (except Weight Variant (WV) 27)</td><td>200</td><td>800</td></tr><tr><td>A340-313 (only WV27)</td><td>200</td><td>400</td></tr><tr><td>A340-541, A340-542, A340-642, A340-643</td><td>100</td><td>500</td></tr></table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, a crack is detected, before next flight, replace the cracked MLG support rib in accordance with approved instructions from Airbus.</p> <p>(3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A330-57-3096 at original issue, or Revision 01, or Revision 02, or Revision 03, or in</p> | Aeroplane Models | Interval<br>(whichever occurs first) |  | Flight Cycles | Flight Hours | A330-201, A330-202, A330-203, A330-223, A330-243 | 300 | 1 500 | A330-223F, A330-243F | 300 | 900 | A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343 | 300 | 900 | A340-211, A340-212, A340-213 | 200 | 800 | A340-311, A340-312, A340-313 (except Weight Variant (WV) 27) | 200 | 800 | A340-313 (only WV27) | 200 | 400 | A340-541, A340-542, A340-642, A340-643 | 100 | 500 |
| Aeroplane Models   | Interval<br>(whichever occurs first)   |                  |                                      |  |               |              |  |     |       |                      |     |     |  |     |     |                              |     |     |  |     |     |                      |     |     |  |     |     |
|  | Flight Cycles  | Flight Hours     |                                      |  |               |              |  |     |       |                      |     |     |  |     |     |                              |     |     |  |     |     |                      |     |     |  |     |     |
| A330-201, A330-202, A330-203, A330-223, A330-243   | 300  | 1 500            |                                      |  |               |              |  |     |       |                      |     |     |  |     |     |                              |     |     |  |     |     |                      |     |     |  |     |     |
| A330-223F, A330-243F   | 300  | 900              |                                      |  |               |              |  |     |       |                      |     |     |  |     |     |                              |     |     |  |     |     |                      |     |     |  |     |     |
| A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343 | 300  | 900              |                                      |  |               |              |  |     |       |                      |     |     |  |     |     |                              |     |     |  |     |     |                      |     |     |  |     |     |
| A340-211, A340-212, A340-213   | 200  | 800              |                                      |  |               |              |  |     |       |                      |     |     |  |     |     |                              |     |     |  |     |     |                      |     |     |  |     |     |
| A340-311, A340-312, A340-313 (except Weight Variant (WV) 27)                             | 200  | 800              |                                      |  |               |              |  |     |       |                      |     |     |  |     |     |                              |     |     |  |     |     |                      |     |     |  |     |     |
| A340-313 (only WV27)   | 200  | 400              |                                      |  |               |              |  |     |       |                      |     |     |  |     |     |                              |     |     |  |     |     |                      |     |     |  |     |     |
| A340-541, A340-542, A340-642, A340-643   | 100  | 500              |                                      |  |               |              |  |     |       |                      |     |     |  |     |     |                              |     |     |  |     |     |                      |     |     |  |     |     |

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|                     | <p>accordance with the instructions of Airbus SB A340-57-4104 at original issue, or Revision 01, or Revision 02, or in accordance with the instructions of Airbus SB A340-57-5009 at original issue, or Revision 01, as applicable to aeroplane type, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD.</p> <p>After the effective date of this AD, the repetitive inspections and applicable corrective action as required by paragraphs (1) and (2) of this AD must be accomplished in accordance with the instructions of Airbus of SB A330-57-3096 Revision 04 or SB A340-57-4104 Revision 03 or SB A340-57-5009 Revision 02, as applicable.</p> <p>(4) Replacement of a MLG support rib on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by this AD for that aeroplane.</p> |
| Ref. Publications : | <p>Airbus SB A330-57-3096 at Original issue dated 05 December 2006, Revision 01 dated 18 April 2007, Revision 02 dated 13 August 2007, Revision 03 dated 24 October 2012, Revision 04 dated 06 February 2013.</p> <p>Airbus SB A340-57-4104 at Original issue dated 05 December 2006, Revision 01 dated 13 August 2007, Revision 02 dated 05 September 2007, Revision 03 dated 24 October 2012.</p> <p>Airbus SB A340-57-5009 at Original issue dated 05 December 2006, Revision 01 dated 13 August 2007, Revision 02 dated 24 October 2012.</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"> <li>1. This Proposed AD will be closed for consultation on 22 October 2013.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>3. For any questions concerning the technical content of the requirements in this PAD, please contact: Airbus – Airworthiness Office – EIAL; E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>  |