


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0101</p> <p>Date: 30 April 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>	
<p>This AD is issued in accordance with EU 748/2012, Part 21A.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].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>		<p>Type/Model designation(s): A330 and A340-200/300 aeroplanes</p>
TCDS Number:	EASA.A.004, EASA.A.015	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA AD 2013-0092 dated 15 April 2013.	
ATA 57	Wings – Inner Rear Spar Upper Build Slot – Inspection / Modification	
Manufacturer(s):	Airbus (formerly Airbus Industries)	
Applicability:	<p>Airbus A330-301, A330-321, A330-322, A330-342 aeroplanes, all Manufacturer Serial Numbers (MSN), except those on which Airbus modification 42547 or modification 44599 has been embodied in production</p> <p>and</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313 aeroplanes, all MSN, except those on which Airbus modification 42547 or modification 41300 has been embodied in production.</p>	
Reason:	<p>During wing fatigue test, a crack was detected which propagated from the tip of the build slot in the vertical web of the wing inner rear spar between rib 1 and 2.</p> <p>This condition, if not detected and corrected, could lead to reduced structural integrity of the wing.</p> <p>To address this potentially unsafe situation, DGAC France issued AD 2001-268(B)R1 and AD 2001-269(B) to require repetitive High Frequency Eddy Current (HFEC) inspections of the aft face of the inner rear spar web in the area adjacent to the outboard end of the build slot and, depending on findings, repair of the inner rear spar web.</p> <p>Since these ADs were issued, in the frame of a new fatigue and damage tolerance evaluation, taking into account aeroplane utilization and Widespread Fatigue Damage (WFD) analysis, the thresholds and intervals of the affected inspections have been reassessed. This reassessment led to the amendment of several thresholds and to the reduction of inspection intervals to allow timely</p>	

	<p>detection of cracks and to the accomplishment of applicable corrective actions. EASA issued AD 2013-0092, which retained the requirements of DGAC France AD 2001-268(B)R1 and AD 2001-269(B), which were superseded, but required those actions within the new thresholds and intervals.</p> <p>Since issuance of EASA AD 2013-0092, it has been discovered that certain A330 aeroplanes, incorporating another modification in production, must be excluded from the Applicability. In addition, it has been found necessary to clarify that for the initial inspection, the previous thresholds (to be counted from aeroplane first flight) or intervals, as required by AD 2001-268(B)R1 and AD 2001-269(B), cannot be exceeded.</p> <p>For the reasons described above, this AD partially retains the requirements of EASA AD 2013-0092, which is superseded, and introduces the changes as outlined above.</p>						
Effective Date:	07 May 2013						
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, never been inspected in accordance with the instructions of Airbus (Service Bulletin) SB A330-57-3059, or SB A340-57-4066, as applicable to aeroplane type:</p> <p>Within the compliance time defined in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed the values defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization, accomplish a HFEC inspection of the aft face of the rear spar at the area adjacent to the bolt holes and the end of the build slot in accordance with the instructions of Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type.</p> <p style="text-align: center;">Table 1 – Initial inspection</p> <table border="1" data-bbox="568 1200 1442 1525"> <thead> <tr> <th colspan="2" style="text-align: center;">Compliance time (whichever occurs later, A or B)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td>Within the threshold defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Within 12 months after the effective date of this AD but without exceeding the <u>previous</u> threshold defined in Airbus SB A330-57-3059 Revision 01, or SB A340-57-4066 Revision 01, as applicable to aeroplane type and depending on aeroplane utilization</td> </tr> </tbody> </table> <p>(2) For aeroplanes that have, before the effective date of this AD, already been inspected in accordance with the instructions of Airbus SB A330-57-3059, or SB A340-57-4066, as applicable to aeroplane type:</p> <p>Within the compliance time defined in Table 2 of this AD, and thereafter at intervals not to exceed the values defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization, accomplish a HFEC inspection of the aft face of the rear spar at the area adjacent to the bolt holes and the end of the build slot in accordance with the instructions of Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type.</p>	Compliance time (whichever occurs later, A or B)		A	Within the threshold defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization	B	Within 12 months after the effective date of this AD but without exceeding the <u>previous</u> threshold defined in Airbus SB A330-57-3059 Revision 01, or SB A340-57-4066 Revision 01, as applicable to aeroplane type and depending on aeroplane utilization
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Table 2 - First inspection after the effective date of this AD							
	<table border="1"> <thead> <tr> <th colspan="2">Compliance time (whichever occurs later, C or D)</th> </tr> </thead> <tbody> <tr> <td>C</td> <td>Within the new interval, as defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane 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 <u>previous value</u> defined in Airbus SB A330-57-3059 Revision 01, or SB A340-57-4066 Revision 01, as applicable to aeroplane type and depending on aeroplane utilization.</td> </tr> </tbody> </table>	Compliance time (whichever occurs later, C or D)		C	Within the new interval, as defined in Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type and depending on aeroplane utilization, to be counted from the last inspection.	D	Within 12 months after the effective date of this AD but without exceeding the <u>previous value</u> defined in Airbus SB A330-57-3059 Revision 01, or SB A340-57-4066 Revision 01, as applicable to aeroplane type and depending on aeroplane utilization.
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	<p>Note: Paragraph (2) also applies to aeroplanes on which discrepancies have been already detected and, are currently inspected at reduced intervals as part of the applicable correctives actions, as specified in the applicable SB.</p> <p>(3) If, during any inspection as required by paragraph (1) or (2) of this AD, discrepancies are detected, accomplish all applicable (depending on findings) corrective actions within the compliance time(s) specified in, and in accordance with the instructions of, Airbus SB A330-57-3059 Revision 02, or SB A340-57-4066 Revision 02, as applicable to aeroplane type.</p> <p>(4) Modification of an aeroplane in accordance with the instructions of Airbus SB A330-57-3058, or SB A340-57-4065, as applicable to aeroplane type, constitutes terminating action for the repetitive inspections required by this AD for that aeroplane.</p>						
Ref. Publications:	<p>Airbus SB A330-57-3058 original issue dated 29 August 2001.</p> <p>Airbus SB A330-57-3059 original issue dated 16 March 2001, or Revision 01 dated 13 September 2001, or Revision 02 dated 20 September 2012.</p> <p>Airbus SB A340-57-4065 original issue dated 29 August 2001.</p> <p>Airbus SB A340-57-4066 original issue dated 16 March 2001, or Revision 01 dated 13 September 2001, or Revision 02 dated 20 September 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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 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. 						