


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<p><b>PAD No.: 15-080</b></p> <p><b>Date: 10 June 2015</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. 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>		<b>Type/Model designation(s):</b>
AIRBUS		A340-500/-600 aeroplanes
TCDS Number:	EASA.A.015	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 53</b>	<b>Fuselage – Nose Landing Gear Bay Door Fittings – Inspection / Replacement</b>	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.	
Reason:	<p>A recent review of fuselage structure, involving stress analyses and results of recent flight test measurements, revealed that the nose landing gear (NLG) bay door fitting #5 (aft door, aft fitting) is susceptible to cracking.</p> <p>This condition, if not detected and corrected, could lead to in-flight loss of the NLG door, possibly resulting in damage to the aeroplane, and/or injury to persons on the ground.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A340-53-5066, to provide instructions to inspect and replace the affected fittings.</p> <p>For the reasons described above, this AD requires repetitive rototest and High Frequency Eddy Current (HFEC) inspections of the NLG bay door fittings #5 Left Hand (LH) and Right Hand (RH) sides and, depending on findings, replacement.</p>	
Effective Date:	[TBD: 14 days after final AD issue date]	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the threshold as defined in Table 1 or Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed the values as defined in Table 3 of this AD, as applicable, accomplish a rototest of each fastener hole of vertical flange (area A) and a HFEC inspection of forward and aft vertical radius (area B) of each NLG bay door fitting #5 (both LH and RH sides) in accordance with the instructions of Airbus SB A340-53-5066.</p> <p>Table 1 – Aeroplanes in pre-mod 52172/S17942 configuration</p> <table border="1" data-bbox="571 461 1406 696"> <thead> <tr> <th colspan="2">Inspection Threshold [whichever occurs later, A or B]</th> </tr> </thead> <tbody> <tr> <td><b>A</b></td> <td>Before exceeding 6 000 flight cycles (FC) since aeroplane first flight, or since last replacement of the NLG bay door fitting #5, as applicable</td> </tr> <tr> <td><b>B</b></td> <td>Within 2 000 FC after the effective date of this AD, without exceeding 8 100 FC since aeroplane first flight</td> </tr> </tbody> </table> <p>Table 2 – Aeroplanes in post-mod 52172/S17942 configuration</p> <table border="1" data-bbox="608 808 1406 936"> <thead> <tr> <th>Inspection Threshold</th> </tr> </thead> <tbody> <tr> <td>Before exceeding 8 500 FC since aeroplane first flight, or since last replacement of the NLG bay door fitting #5, as applicable</td> </tr> </tbody> </table> <p>Table 3 – Inspection Interval</p> <table border="1" data-bbox="608 1043 1406 1189"> <thead> <tr> <th>Aeroplane configuration</th> <th>Interval [not to exceed]</th> </tr> </thead> <tbody> <tr> <td>pre-mod 52172/S17942</td> <td>2 100 FC</td> </tr> <tr> <td>post-mod 52172/S17942</td> <td>2 800 FC</td> </tr> </tbody> </table> <p>(2) If, during any rototest or HFEC inspection as required by paragraph (1) of this AD, any discrepancy is detected (as defined in Airbus SB A340-53-5066), before next flight, replace the affected NLG bay door fitting #5 with a serviceable part in accordance with the instructions of Airbus SB A340-53-5066.</p> <p>(3) Replacement of NLG bay door fittings #5 on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive rototest or HFEC inspections required by paragraph (1) of this AD for that aeroplane.</p>	Inspection Threshold [whichever occurs later, A or B]		<b>A</b>	Before exceeding 6 000 flight cycles (FC) since aeroplane first flight, or since last replacement of the NLG bay door fitting #5, as applicable	<b>B</b>	Within 2 000 FC after the effective date of this AD, without exceeding 8 100 FC since aeroplane first flight	Inspection Threshold	Before exceeding 8 500 FC since aeroplane first flight, or since last replacement of the NLG bay door fitting #5, as applicable	Aeroplane configuration	Interval [not to exceed]	pre-mod 52172/S17942	2 100 FC	post-mod 52172/S17942	2 800 FC
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<p>Ref. Publications:</p>	<p>Airbus SB A340-53-5066 original issue dated 07 May 2015.</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"> <li>This Proposed AD will be closed for consultation on 08 July 2015.</li> <li>Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>For any question 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>														