

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1998-193-089(B) R2
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A340 aircraft

Inspection for cracks detection below VHF2 antenna between frames 54 and 55 (ATA 53)

APPLICABILITY

This Airworthiness Directive applies to AIRBUS INDUSTRIE A340 aircraft models -211, -212, -213, -311, -312 and -313, all serial numbers which have received none of the following AIRBUS INDUSTRIE modifications:

- Modification 46025 (or AIRBUS INDUSTRIE Service Bulletin A340-53-4108),
- Modification 46 900,
- Modification 46 849.

REASON

To prevent a rapid propagation of the crack below VHF2 antenna caused by the vibration of the antenna which could lead to a depressurisation of the aircraft.

Revision 1 of this AD modifies the "Applicability" paragraph in order to offer alternative solutions.

COMPLIANCE

Before accumulation of 900 flight hours since first flight or within 1250 flight hours after accomplishment of the repair as per Service Bulletin A340-53-4105 (or A.O.T. 53-10) or within 500 flight hours following the effective date of this Airworthiness Directive at its original issue, whichever occurs later, the following measures are rendered mandatory.

1. Unless already previously accomplished, perform a High Frequency Eddy Current (HFEC) inspection of the concerned area in accordance with the instructions given in the AIRBUS INDUSTRIE Service Bulletin A340-53-4105 Revision 2 and accomplish, if necessary, the repair solution in accordance with the instructions given in the flow-chart (Figure 1) of AIRBUS INDUSTRIE Service Bulletin A340-53-4105 Revision 2.
- For aircraft which have accumulated more than 900 flight hours since first flight and which have not yet, been inspected or which have accumulated more than 1250 flight hours after accomplishment of the repair as per SB A340-53-4105 (or A.O.T. 53-10) or more than 300 flight hours after the last HFEC inspection accomplished as per Service Bulletin A340-53-4105 (or A.O.T. 53-10), perform a detailed visual inspection of the affected area without removal of the VHF2 antenna every 36 flight hours until the above mentioned HFEC inspection is accomplished.

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n/GH

May 03, 2000

AIRBUS INDUSTRIE
A340 aircraft

1998-193-089(B) R2

- For aircraft which have already been repaired after a crack finding with stop drill or stop drill with interference fit fastener in accordance with SB A340-53-4105 revision 1, apply on the effective date of this AD at its original issue the new intervals as defined in the flow-chart (Figure 1) of SB A340-53-4105 Revision 2 or perform a detailed visual inspection every 36 flight hours until accomplishment of the next HFEC inspection scheduled as per SB A340-53-4105 Revision 1 and then proceed with the new intervals as per SB A340-53-4105 Revision 2.
2. Repeat the inspection at intervals given in the flow-chart (Figure 1) of AIRBUS INDUSTRIE Service Bulletin SB A340-53-4105 Revision 2.

Note : The interim repair given in the Service Bulletin A340-53-4105 is similar to the repair specified in the A.O.T. 53-10 dated 24/09/1997.

| This Revision 2 replaces AD 1998-193-089(B) R1 issued on March 20, 2000.

REF. : AIRBUS INDUSTRIE Service Bulletin SB A340-53-4105
original issue, Revision 1, Revision 2
AIRBUS INDUSTRIE Service Bulletin SB A340-53-4108 original issue
(or any further approved revision).

EFFECTIVE DATES:

| **Original AD** : On receipt from JUNE 03, 1998
Revision 1 : APRIL 03, 1999
Revision 2 : MAY 13, 2000