


<b>EASA</b>	<b>PROPOSED AIRWORTHINESS DIRECTIVE</b>	
	<p><b>PAD No : 05-024</b></p> <p><b>Date: 22 December 2005</b></p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
<b>Type Approval Holder's Name:</b>		<b>Type/Model designation(s):</b>
<b>AIRBUS SAS</b>		<b>A340-200/-300 aircraft</b>
TCDS Number: EASA.A.015		
Foreign AD: Not applicable		
Supersedure: Supersedes DGAC AD F-2004-141(B)		
<b>ATA 25</b>	<b>Equipment/Furnishings - Inspection and modification of cockpit instrument panel</b>	
<b>Manufacturer(s):</b>	AIRBUS SAS	
<b>Applicability:</b>	AIRBUS aircraft A340-200 and A340-300 series, all certified models, all serial numbers, except those on which AIRBUS modification 53446 has been embodied in production or AIRBUS Service Bulletin (SB) A340-25-4245 has been embodied in service.	
<b>Reason:</b>	<p>One A330 operator has reported damage of a bracket P/N F2511012920000, which is one of the 8 parts used to attach the cockpit instrument panel to the aircraft structure.</p> <p>This bracket has been found cracked on two aircraft and, in one case, both vertical flanges of this bracket were found completely broken.</p> <p>Investigations have revealed that the damage is a bending crack caused by the assembly procedure (tightening of the bracket), combined with lateral load introduced by differential pressure and inertial effects.</p> <p>This hidden failure, breaking of this bracket, combined with failure of horizontal beam, can lead to collapse the left part of the cockpit panel which could result in the worst case in a reduced controllability of the aircraft.</p> <p>In order to prevent the risk of having the bracket fully broken, and further damage to the surrounding structure, the Airworthiness Directive (AD) F-2004-141 required a mandatory repetitive detailed visual inspection of the affected bracket.</p> <p>This new AD:</p> <ul style="list-style-type: none"> <li>- takes over the AD F-2004-141 inspection requirements,</li> <li>- clarifies the inspection threshold of the new bracket as defined in § 1.3. below,</li> <li>- and renders mandatory the terminating action which consists in replacing the bracket by a new reinforced one made of Titanium.</li> </ul>	

Effective Date:	Proposed 25 February 2006
Compliance:	<p><b>1. <u>Inspection:</u></b></p> <p>The following measures are rendered mandatory from August 28, 2004 (effective date (ED) of the AD F-2004-141):</p> <p><b>1.1.</b> Unless already accomplished, before accumulation of 9 700 flight cycles (FC) from the first flight of the aircraft or within 2 700 FC from August 28, 2004 (ED of the AD F-2004-141), whichever occurs later, without exceeding 12 400 FC from the first flight of the aircraft, perform a detailed visual inspection of the LH bracket without removal of fasteners in accordance with instructions given in AIRBUS Service Bulletin (SB) A340-25-4230 Revision 01.</p> <p><b>1.2.</b> If the two flanges of the bracket are fully broken, perform a detailed visual inspection of the horizontal beam in accordance with AIRBUS SB A340-25-4230 Revision 01:</p> <ul style="list-style-type: none"> <li>- if crack is found on the horizontal beam, contact AIRBUS before next flight.</li> <li>- if no crack is found on the horizontal beam, apply AIRBUS SB A340-25-4245 before next flight</li> </ul> <p><b>1.3.</b> If any crack is found on the bracket during the inspection defined in § 1.1:</p> <ul style="list-style-type: none"> <li>- before next flight, replace the affected bracket in accordance with instructions given in AIRBUS SB A340-25-4230 Revision 01,</li> <li>- and perform the inspection defined in § 1.1. of the new installed bracket at a threshold of 9 700 FC from the last replacement,</li> <li>- and according results found during this inspection, perform the actions mentioned in § 1.2. or 1.3. or 1.4. of this AD.</li> </ul> <p><b><u>Note 1:</u></b> AIRBUS recommends to replace the bracket by a new reinforced one in accordance with SB A340-25-4245 instructions before reaching the second inspection threshold.</p> <p><b>1.4.</b> If no crack has been detected, repeat the inspection mentioned in § 1.1. at intervals not exceeding 7 000 FC.</p> <p><b>1.5.</b> Report any cracked or broken bracket occurrence to AIRBUS.</p> <p><b><u>Note 2:</u></b> Accomplishment of SB A340-25-4230 instructions at original issue is acceptable to comply with the initial inspection requirements of paragraph 1.1., 1.2. or 1.3. of this AD, provided the additional corrective actions given by AIRBUS in case the two flanges of the bracket are fully broken are applied. The repetitive inspections and subsequent corrective actions have to be continued in accordance with instructions given in SB A340-25-4230 Revision 01.</p> <p><b>2. <u>Modification:</u></b></p> <p><b>2.1.</b> Unless already accomplished, no later than 31 July 2011, remove the concerned bracket on the LH section of the instrument panel in accordance with instructions given in AIRBUS SB A340-25-4245.</p>

	<p><b>2.2.</b> Perform a detailed visual inspection of the removed bracket in accordance with instructions given in AIRBUS SB A340-25-4245.</p> <p>- If the two flanges are fully broken, perform a detailed visual inspection of the horizontal beam in accordance with AIRBUS SB A340-25-4245:</p> <p>- if a crack is found on the horizontal beam, contact AIRBUS before next flight, ( if no crack is found on the horizontal beam, replace the bracket on the LH section of the instrument panel by a new reinforced bracket in accordance with instructions given in AIRBUS SB A340-25-4245.</p> <p>- If the two flanges of the LH bracket are not fully broken, replace the bracket on the LH section of the instrument panel by a new reinforced bracket in accordance with instructions given in AIRBUS SB A340-25-4245.</p> <p><b>Note 3:</b> The replacement of the affected bracket by a new reinforced one by application of SB A340-25-4245 cancels the requirements of the above repetitive inspection.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A340-25-4230 Revision 01</p> <p>AIRBUS Service Bulletin A340-25-4245</p> <p>(Any further approved revision of these SBs is acceptable)</p>
Remarks:	<p>Comments regarding this PAD should be referred to Mr M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></p> <p>The closing date for comments is 26 January 2006</p>