


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2015-0138	
	Date: 10 July 2015	
<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 21.A.3B. In accordance with EU 1321/2014 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Design Approval Holder's Name:	Type/Model designation(s):	
AIRBUS	A340-200/-300 aeroplanes	
TCDS Number:	EASA.A.015	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 71	Power Plant – Forward Engine Mount Thrust Link Clevis Assembly – Life Limit	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers.	
Reason:	<p>Additional fatigue load analysis and tests have been performed on engine mounts installed on A340 aeroplanes fitted with CFM56-5C engines. The results concluded that the forward engine mount thrust link clevis assembly should be subject to a design life limit, which was established at 20 000 flight cycles (FC). Further investigation results confirmed that, due to transferability of this part, the above design life limit could be exceeded in service.</p> <p>This condition, if not corrected, could lead to loss of the forward engine mount primary load path and consequent engine detachment from the aeroplane, possibly resulting in damage to the aeroplane and/or injury to persons on the ground.</p> <p>To address this condition, Airbus issued Service Bulletin (SB) A340-71-4008 to provide instructions for the replacement of the forward engine mount thrust link clevis assembly.</p> <p>For the reason described above, this AD requires determination of the accumulated FC since first installation of each forward engine mount thrust link clevis assembly, and replacement of assemblies that have exceeded the new design life limit. This AD also introduces implementation of the design life limit for the forward engine mount thrust link clevis assembly.</p>	

Effective Date:	24 July 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 12 months after the effective date of this AD, identify each forward engine mount thrust link clevis assembly by serial number (s/n) and determine its accumulated FC since first installation on an aeroplane in accordance with the instructions of Airbus SB A340-71-4008. For a forward engine mount thrust link clevis assembly for which the s/n and/or the accumulated FC since first installation on an aeroplane cannot be determined, calculate an estimated figure of the accumulated FC by using the methodology described in Airbus SB A340-71-4008. (2) As a result of the determination as required by paragraph (1) of this AD, before a forward engine mount thrust link clevis exceeds 20 000 FC since first installation on an aeroplane, or within 23 months after the effective date of this AD, whichever occurs later, replace that forward engine mount thrust link clevis assembly with a serviceable part, in accordance with the instructions of Airbus SB A340-71-4008. Note: For the purpose of this AD, a serviceable forward engine mount thrust link clevis assembly is a part that has not exceeded 20 000 FC since first installation on an aeroplane. (3) From the effective date of this AD, it is allowed to install a forward engine mount thrust link clevis assembly on an aeroplane, provided it is a serviceable part (see Note). (4) From the effective date of this AD, except as specified in paragraphs (1) and (2) of this AD, before exceeding 20 000 FC since first installation of a forward engine mount thrust link clevis assembly on an aeroplane, replace that forward engine mount thrust link clevis assembly with a serviceable part (see Note).
Ref. Publications:	<p>Airbus SB A340-71-4008 original issue, dated 24 February 2015.</p> <p>The use of later approved revisions of this document 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. This AD was posted on 03 June 2015 as PAD 15-077 for consultation until 01 July 2015. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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.