



Airworthiness Directive

AD No.: 2016-0226

[Correction: 10 November 2016]

Issued: 09 November 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A340 aeroplanes

Effective Date: 23 November 2016

TCDS Number(s): EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA – Aircraft Flight Manual / Engine Bleed Air System – Amendment

Manufacturer(s):

Airbus

Applicability:

Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all serial numbers.

Reason:

Occurrences were reported by some operators of an engine bleed system over-temperature, without the engine bleed valve closing. In the case of an engine over-temperature, identified by an Electronic Centralised Aircraft Monitored (ECAM) message “AIR ENG 1(2)(3)(4) BLEED FAULT”, the associated engine bleed valve is automatically closed. Then, another ECAM message “AIR ABNORM BLEED CONFIG” instructs the flight crew to open the crossbleed valve. Investigation results revealed that, in these events, the engine bleed valve jammed in open position and the manual closure normally requested by the ECAM procedure did not permit the isolation of the failed engine bleed air system.

This condition, if not corrected, could lead to damage of the bleed manifold and the ducts downstream of the engine bleed system and exposure of the surrounding structure to heat stress, resulting in reduced structural integrity of the aeroplane.



To address this potential unsafe condition, Airbus issued Airplane Flight Manual (AFM) Temporary Revision (TR) 746 issue 1 (Operations Engineering Bulletin (OEB) N° 51) to provide applicable instructions if an engine bleed over-temperature, identified by the “AIR ENG 1(2)(3)(4) BLEED FAULT” ECAM caution message, occurs, and combined with the associated engine bleed valve jammed open.

For the reasons described above, this AD requires amendment of the applicable AFM and operating the aeroplane accordingly.

This AD is considered to be an interim measure and further AD action may follow.

This AD is republished to correct typographical errors with the AD issuance date and the ‘Ref. Publications’ document.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- (1) Within 30 days after the effective date of this AD, amend the applicable AFM to incorporate Airbus A340 AFM TR 746 issue 1, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (2) Amending the applicable AFM of an aeroplane to incorporate a later AFM revision, which includes AFM TR 746 issue 1, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus A340 AFM TR 746 issue 1 approved by EASA on 06 September 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

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 EASA Safety Information Section, Certification Directorate. 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.

