

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 15-077 Date: 03 June 2015 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.
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.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): 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:	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. 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. 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. 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.

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 12 months after the effective date of this AD, identify each forward engine mount thrust link clevis assembly by serial number 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 accumulated FC since first installation on an aeroplane cannot be determined, calculate an estimated figure 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 22 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:	Airbus SB A340-71-4008 original issue dated 24 February 2015. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 01 July 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.