



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-147

Issued: 13 October 2021

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A340 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA 05 – Time Limits / Maintenance Checks – Safe Life Airworthiness Limitations Items – ALS Part 1 – Amendment

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The ALS: Airbus A340 Airworthiness Limitations Section (ALS) Part 1, Revision 11.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For A340 aeroplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).



New and/or more restrictive tasks: This includes all tasks and limitations that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations for the Airbus A340 aeroplanes, which are approved by EASA, are currently defined and published in the Airbus A340 ALS document(s). These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2018-0034 to require implementation of all safe life airworthiness limitations as described in ALS Part 1 at Revision 09 (including Variation 9.2), and AD 2020-0190 (for certain A340 aeroplanes) to require implementation of reduced life limits for the NLG lower torque link, P/N D64001 as described in ALS Part 1, Variation 10.2.

Since those ADs were issued, Airbus published the ALS, introducing new and/or more restrictive tasks.

For the reason described above, this AD takes over the requirements for A340 aeroplanes from EASA AD 2018-0034 and AD 2020-0190, and requires accomplishment of the actions specified in the ALS. A separate PAD (PAD 21-146) is issued to take over the requirements from those ADs for A330 aeroplanes. It is expected that EASA AD 2018-0034 and AD 2020-0190 will be cancelled when both Final ADs related to these PADs are issued.

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

Required as indicated, unless accomplished previously:

Replacement of Life Limited Parts:

- (1) From the effective date of this AD, replace each component before exceeding the applicable life limit, as specified in the ALS (see Note 1 of this AD), as applicable to aeroplane model and depending on aeroplane configuration.

Note 1: For the purpose of this AD, the thresholds and intervals, as defined in the 'Compliance Time' pages of the ALS, include specific compliance times for certain tasks.

AMP Revision:

- (2) Within 12 months after the effective date of this AD, revise the AMP by incorporating the limitations described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

- (3) If, before the effective date of this AD, the AMP has been revised to incorporate the life limitations as specified in a previous revision of Airbus A340 ALS Part 1, that action ensures the continued accomplishment of those limitations.



Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks, as defined in this AD, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks, as defined in this AD, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (2) of this AD.

Recording AD Compliance:

- (4) When the AMP of an aeroplane has been revised as required by paragraph (2) or (3) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) or (3) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Airbus A340 ALS Part 1 Revision 11 dated 01 July 2021.

The use of later approved variations or 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 10 November 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – IIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

