



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-154

Issued: 15 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: This AD supersedes EASA AD 2019-0048 dated 11 March 2019 and EASA AD 2021-0068 dated 11 March 2021.

ATA 05 – Time Limits / Maintenance Checks – System Equipment Maintenance Requirements – ALS Part 4 – 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 4, Revision 7.

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 and limitations: This includes all tasks and limitations that are new and all tasks and limitations 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 System Equipment Maintenance Requirements (SEMR) for the Airbus A340, which are approved by EASA, are currently defined and published in the Airbus A340 ALS Part 4 document. These instructions have been identified as mandatory for continued airworthiness.

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

EASA previously issued AD 2019-0048, to require the actions as specified in Airbus A330 ALS Part 4 Revision 6, and AD 2021-0068, requiring replacement of certain Trimmable Horizontal Stabilizer Actuators (THSA) before exceeding its Flight Cycle (FC) limit. These THSA FC limits have now been transferred into the ALS.

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

For the reason described above, this AD retains the requirements of EASA AD 2019-0048 and AD 2021-0068, which are superseded, and requires accomplishment of the actions specified in the ALS.

This AD also takes over the requirements for A340 aeroplanes from EASA AD 2014-0257R1, and requires accomplishment of the actions specified in the ALS. A separate PAD (PAD 21-153) is issued to take over the requirements from this AD for A330 aeroplanes. EASA AD 2014-0257R1 is expected to be cancelled when both Final ADs related to these PADs are published.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS (see Note 1 of this AD), as applicable to aeroplane model and depending on aeroplane configuration:
 - (1.1) Replace each component before exceeding the applicable life limit; and
 - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

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.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with



the applicable Airbus maintenance documentation. If a detected discrepancy cannot be corrected by using existing Airbus instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

AMP Revision:

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

Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in an earlier revision of ALS Part 4, that action ensures the continued accomplishment of those tasks and limitations.

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

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP, to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) 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 4 Revision 7 dated 01 July 2021.

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

Remarks:

1. This Proposed AD will be closed for consultation on 12 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.

