

# AIRWORTHINESS DIRECTIVE

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*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

**Translation of 'Consigne de Navigabilité' ref. : 2003-150(B)  
In case of any difficulty, reference should be made to the French original issue.**

## AIRBUS

### A340-200/-300 aircraft

Wing-to-engine pylon junction area -  
Inspection and modification of the electrical feeder cables route (ATA 92)

#### **1. APPLICABILITY:**

AIRBUS A340 aircraft, models -211, -212, -213, -311, -312 and -313, all serial numbers, except for those on which AIRBUS modification 45468 S16117 has been embodied in production.

#### **2. REASONS:**

A340 operators have reported damage to the IDG (Integrated Drive Generator) electrical feeder cables, at the wing-to-engine pylon junction area, subsequent to interference between the electrical feeder cables and their environment.

Subsequent to these events, the zonal safety analyses, conducted on each engine pylon, have highlighted some potential interference and chafing between the feeder cables and their environment at the wing-to-engine 1, 2 and 3 pylon junction areas, especially with the fuel lines, an air bleed pipe junction clamp or an external carbon panel.

The chafing of one or two feeder cables, associated with a 60 amperes or greater current, can lead to the loss of a phase associated with the affected IDG. In this case, the GCU (Generator Control Unit) detects the anomaly and disconnects the IDG. However, if the current is lower than 60 amperes, the anomaly is not detected and the chafing can generate hot points.

This situation, if not corrected, combined with a leak of a flammable fluid, can lead to a potentially critical situation.

The aim of this Airworthiness Directive (AD) is to render mandatory a detailed visual inspection of the wing-to-engine pylon No. 1 junction area and the modification of the electrical feeder cables route in the wing-to-engine pylon No. 2 and No. 3 junction areas.

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**3. COMPLIANCE:**

The following measures are rendered mandatory from the effective date of this AD:

Unless already accomplished, within the 21 months following the effective date of this AD:

**3.1. Wing-to-engine pylon No. 1 junction (LH outboard engine)**

Conduct a detailed visual inspection of the wing-to-engine pylon junction area and, if necessary, apply the required corrective actions, in accordance with the instructions given in AIRBUS SB A340-92-4052.

**3.2. Wing-to-engine pylon No. 2 and No. 3 junctions (LH inboard and RH inboard engines)**

Modify the route of the electrical feeder cables in accordance with the instructions given in AIRBUS SB A340-92-4048 Revision 01.

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REF.: AIRBUS Service Bulletin A340-92-4052  
AIRBUS Service Bulletin A340-92-4048 Revision 01  
(Any later approved revision of these SBs is acceptable).

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**EFFECTIVE DATE : APRIL 26, 2003**