	AIRWORTHINESS DIRECTIVE No F-2005-009	Distribution: B	Issue date: January 05, 2005	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A340-500/600 aircraft		
Type certificate(s) No. A.015 TCDS No A.015				
ATA chapter: 25	Subject: Equipment/Furnishings - Replacement of an instrument panel bracket			

1. EFFECTIVITY:

AIRBUS A340-500 and A340-600 aircraft, all certified models and all serial numbers, except those on which AIRBUS modification No. 53446 has been embodied in production or AIRBUS Service Bulletin (SB) A340-25-5075 has been embodied in service.

2. REASONS:

One A330 aircraft operator reported damage concerning one of the 8 brackets used to attach the instrument panel to the aircraft structure.


This bracket was found cracked on two aircraft and, in one case, both flanges of the bracket were found completely sheared.

Investigations have revealed that the damage is due to bending cracks caused by the assembly procedure (tightening of the bracket) combined with lateral loads introduced by differential pressure and inertia effects.

The complete rupture of this bracket, may lead to damage the horizontal beam, and consequently can lead to the collapse of the LH part of the instrument panel. This, in the worst case, could affect the controllability of the aircraft when in certain critical phases of flight.

Moreover, A340-500/-600 includes new type certification requirements aimed at ensuring the aircraft can withstand very high vibration levels that could result during a diversion with one engine wind milling in a severely unbalanced condition. The analysis showed that, in order to meet these vibration requirements, local structural reinforcement is required.

In order to prevent the risk of complete failure of this bracket and subsequent structural damage, this Airworthiness Directive (AD) renders mandatory the replacement of the bracket by a new reinforced one.

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3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following measures are rendered mandatory from the effective date of this AD, unless already accomplished:

- At latest within 18 months from the effective date of this AD, remove and replace the concerned bracket on the LH section of the instrument panel by a new reinforced bracket in accordance with the instructions given in AIRBUS SB A340-25-5075.
- During accomplishment of SB A340-25-5075 perform a detailed visual inspection of the bracket. If two lugs are fully broken, perform a detailed visual inspection of the horizontal beam in accordance with AIRBUS instructions (contact AIRBUS to get these instructions).

Note: No further actions are required by this AD after replacement of the bracket.

4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A340-25-5075
(Any later approved revision of this SB is acceptable).

5. EFFECTIVE DATE:

January 15, 2005.

6. REMARK:

For questions concerning the technical content of this AD's requirements, contact:

AIRBUS SAS - Airworthiness Office - EAL - Fax: 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2004-12549 dated December 27, 2004.

SUPERSEDED