	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-153</b>		Distribution: <b>B</b>	Issue date: <b>September 14, 2005</b>	Page : <b>1/2</b>
	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>		
Direction générale de l'aviation civile France  GSAC publication	<p style="text-align: center;"><b>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.</b></p>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>UF-2005-153</b>			
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A340-500/-600 aircraft</b>			
Type certificate(s) No. <b>EASA.A.015</b> TCDS No <b>EASA.A.015</b>					
ATA chapter: <b>78</b>	Subject: <b>Exhaust - Inspection of the exhaust plugs fasteners</b>				

#### 1. **EFFECTIVITY:**

AIRBUS A340 aircraft, models -541 and -642, all serial numbers.

**Reminder:** It is the responsibility of the operator to ensure that any spare engine that could be installed on the aircraft does not question the compliance of the aircraft with the requirements of this Airworthiness Directive (AD).

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

During routine visual inspection, one operator of A340-600 found, on one ROLLS-ROYCE TRENT 500 engine, 36 exhaust front plug bolts missing with 4 bolts remaining attached. These 4 bolts were located at 1, 3, 6 and 9 o'clock positions. With the rear exhaust plug removed, all the other 36 bolts, nuts and washers were found on the lower section of the exhaust cone.


Another A340-600 operator experienced an exhaust front plug detachment in flight. No consequential engine or aircraft damage were reported.

Investigation of the first event revealed that the 36 bolts were positioned but not tightened during installation of the exhaust front plug, before aircraft delivery.

Based on preliminary data, it is believed that the second event is due to similar installation discrepancy.

The improper installation of the exhaust front plug bolts may result in exhaust plug assembly being detached from the engine, which could cause damage to the aircraft structure or cause injuries to third parties on ground.

The aim of this AD is to render mandatory an inspection of the exhaust front plug.

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### 3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

From the effective date of this AD, unless already accomplished :

**3.1.** At the earliest maintenance opportunity, but no later than August 23, 2005, 00.00 (GMT) or four flights, whichever occurs first, perform an inspection of the T500 engines exhaust plug fasteners in accordance with the AIRBUS All Operators Telex (AOT) A340-78A5002.

**3.2.** The inspection defined in paragraph 3.1 is not required if the operator can confirm that:

- the exhaust plugs have been inspected per MPD task 78-11-00-R2-1 during last C-check,
- or,
- exhaust plugs have been replaced or re-installed after aircraft delivery.

### 4. **REFERENCE PUBLICATION:**

AIRBUS All Operator Telex A340-78A5002 dated August 19, 2005  
(Any further approved revision of this AOT is acceptable).

### 5. **EFFECTIVE DATE:**

Upon receipt of the Emergency AD issued on August 19, 2005.

### 6. **REMARKS:**

This AD has been the subject of an emergency diffusion on August 19, 2005.

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

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

### 7. **APPROVAL:**

This AD is approved under EASA reference No 2005-6187 dated August 19, 2005.