

	<ul style="list-style-type: none"> - APU gearbox mounting pad and the APU Generator rotor input shaft and - APU gearbox mounting pad and one of the retaining bolts of the APU Generator drive end bearing liner. <p>These contacts have generated an effort on the rotor input shaft bearing leading to premature bearing wear resulting into a severe contact between the generator rotor and the stator and finally a break of the rotor causing generator burst.</p> <p>Loose APU generator parts can lead to damage to the APU fire wall which might reduce its fire extinguishing capability, possibly leading to a temporary uncontrolled fire which constitutes an unsafe condition.</p> <p>To ensure that there is no interference between the APU Generator and the APU gearbox, the Emergency Airworthiness Directive (EAD) 2006-0035-E required a one time visual inspection.</p> <p>This AD takes over the inspection requirements of EAD 2006-0035-E and renders mandatory one of the three terminating actions which consist in increasing clearance at the level of APU gearbox cast oil passage and APU generator rotor.</p>
Effective Date:	10 April 2007
Compliance:	<p><u>1. ONE TIME INSPECTION</u></p> <p>The following measures are rendered mandatory from 27 January 2006 [the effective date of the EAD 2006-0035-E]:</p> <p>Unless already accomplished, not later than 14 February 2006:</p> <p>1.1. In accordance with instructions of AIRBUS All Operators Telex (AOT) A340-24A5013 Rev. 04, inspect APU Generator scavenge chip detector and if necessary, apply the associated corrective actions.</p> <p>1.2. In accordance with instructions of AOT A340-24A5013 Rev. 04, perform a visual inspection of the APU gearbox cast oil passage for any contact marks created by the APU generators bolts or the APU generator rotor shaft and if necessary apply the associated corrective actions.</p> <p>Aircraft already inspected in accordance with AOT A340-24A5013, AOT A340-24A5013 Rev.1, AOT A340-24A5013 Rev.02 or AOT A340-24A5013 Rev.03 are compliant with inspection requirements defined in paragraph 1 of this AD.</p> <p><u>2. DIMENSIONAL INSPECTION</u></p> <p>The following measures are rendered mandatory from the effective date of this AD:</p>

	<p>At any APU Generator or APU replacement on the aircraft, a preliminary dimensional inspection must be applied as per AOT A340-24A5013 Rev. 04 until accomplishment of terminating action.</p> <p>3. MODIFICATION</p> <p>3.1 Unless already accomplished,</p> <p>Not later than 30th September 2007, apply one of the following modifications:</p> <p>a) In accordance with instructions of § 5.1 of AOT A340-24A5013 Rev. 04, install an APU with a new APU Gearbox with associated APU Generator;</p> <p>b) In accordance with instructions of § 5.2 of AOT A340-24A5013 Rev. 04, install an APU with a reworked APU Gearbox in shop with associated APU Generator;</p> <p>c) In accordance with instructions of § 5.3 of AOT A340-24A5013 Rev. 04, rework the APU Gearbox on-wing and install the associated APU Generator.</p> <p>3.2 Re-Identification</p> <p>Unless already accomplished, not later than 30th September 2007,</p> <ul style="list-style-type: none"> - Aircraft fitted with APU PN 3800610-1 Series 10 [AIRBUS modification 55239] or fitted with APU PN 3800610-1 Change Number 17 [Honeywell SB 331-49-7879] should re-identify the APU to PN 3800610-3 in accordance with Honeywell SB 331-49-7910. - Aircraft fitted with APU PN 3800610-1 Series 9 [AIRBUS modification 55038] or fitted with APU PN 3800610-1 Change Number 12 [Honeywell SB 331-49-7869/ Honeywell SB 331-49-7880] should re-identify the APU to PN 3800610-2 in accordance with Honeywell SB 331-49-7869 Revision 01. <p>Accomplishment of the requirements of paragraph 3 of this AD cancels the inspection requirements of paragraphs 1 and 2 of this AD.</p>
Ref. Publication:	AIRBUS AOT A340-24A5013 Rev.04 dated 27 September 2006 or later approved revisions.
Remarks :	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.

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| | <ol style="list-style-type: none">2. This AD was posted as PAD 07-045 for consultation on 09 March 2007, with a comment period until 23 March 2007. No comments were received during the consultation period.3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA.
E-mail: ADs@easa.europa.eu .4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - Office of Airworthiness - EAL
E- mail : airworthiness.A330-A340@airbus.com . |
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