


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2007 - 0282</p> <p>Date: 06 November 2007</p>	
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.		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A340-200/-300 series
TCDS Number : EASA A.015		
Foreign AD : Not applicable		
Supersedure : This AD supersedes EASA AD 2006-0045		
ATA 25	Equipment / Furnishings – Cockpit Instrument Panel - Inspection / Replacement / Modification	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	AIRBUS aircraft A340-200 and A340-300 series, all certified models, all serial numbers, except those on which AIRBUS modification 53446 has been embodied in production or AIRBUS Service Bulletin (SB) A340-25-4245 Revision 01 has been embodied in service.	
Reason:	<p>One A330 operator has reported damage of a bracket PN F2511012920000, which is one of the 8 parts used to attach the cockpit instrument panel to the aircraft structure.</p> <p>This bracket has been found cracked on two aircraft and, in one case, both vertical flanges of this bracket were found completely broken.</p> <p>Investigations have revealed that the damage is a bending crack caused by the assembly procedure (tightening of the bracket), combined with lateral load introduced by differential pressure and inertial effects.</p> <p>This hidden failure, breaking of this bracket, combined with failure of horizontal beam, can lead to collapse the left part of the cockpit panel which could result in the worst case in a reduced controllability of the aircraft.</p> <p>Cockpit instrument panel attachments have a similar design on all A330/A340 fleet.</p> <p>In order to prevent the risk of having the bracket fully broken, and further damage to the surrounding structure, the DGAC Airworthiness Directive (AD) F-2004-141 required a mandatory repetitive detailed visual inspection of the affected bracket.</p>	

	<p>EASA AD 2006-0045 took over the inspection requirements of AD F-2004-141 and:</p> <ul style="list-style-type: none"> - clarified the inspection threshold of the new bracket as defined in § 1.3 below, - rendered mandatory the terminating action which consists in replacing the bracket by a new reinforced one made of Titanium. <p>Further to the publication of the incorrect torque values for the fasteners of the new bracket in SB A340-25-4245 at original issue, it has been assessed that installation of the new bracket with over-torque values could lead to an unsafe condition. Therefore, this new AD supersedes the AD 2006-0045 and mandates the SB A340-25-4245 at revision 01 which introduces correct torques values for the fasteners of the new bracket.</p>
Effective Date:	20 November 2007
Compliance:	<p>1. <u>INSPECTION:</u></p> <p>The following measures are rendered mandatory from August 28, 2004 (effective date (ED) of the AD F-2004-141):</p> <p>1.1. Unless already accomplished, before accumulation of 9 700 total flight cycles (FC) from the first flight of the aircraft or within 2 700 FC from August 28, 2004 (ED of the AD F-2004-141), whichever occurs later, without exceeding 12 400 FC from the first flight of the aircraft, perform a detailed visual inspection of the cockpit instrument panel LH bracket without removal of fasteners in accordance with instructions given in AIRBUS Service Bulletin (SB) A340-25-4230 Revision 01.</p> <p>1.2. If the two flanges of the bracket are fully broken, perform a detailed visual inspection of the horizontal beam in accordance with AIRBUS SB A340-25-4230 Revision 01:</p> <ul style="list-style-type: none"> • if any crack is found on the horizontal beam, contact AIRBUS before next flight for instructions on repair or replacement and do repair or replacement. • If no crack is found on the horizontal beam, apply AIRBUS SB A340-25-4245 Revision 01 before next flight. <p>1.3. If any crack is found on the bracket during the inspection defined in § 1.1:</p> <ul style="list-style-type: none"> - before next flight, replace the affected bracket in accordance with instructions given in AIRBUS SB A340-25-4230 Revision 01, - perform the inspection defined in § 1.1 of the new installed bracket within a threshold of 9 700 FC from the last replacement, - depending on the results found during this further inspection, perform the actions mentioned in § 1.2 or 1.3 or 1.4 of this AD, as applicable. <p>1.4. If no crack has been detected, repeat the inspection mentioned in § 1.1. within intervals not exceeding 7 000 FC.</p> <p>1.5. Report any cracked or broken bracket occurrence to AIRBUS.</p> <p>Note 1: AIRBUS recommends replacing the bracket by a new reinforced one in accordance with SB A340-25-4245 Revision 01 instructions before reaching the second inspection threshold.</p>

	<p>Note 2 : Accomplishment of SB A340-25-4230 instructions at original issue is acceptable to comply with the initial inspection requirements of paragraph 1.1, 1.2 or 1.3 of this AD, provided the additional corrective actions given by AIRBUS in case the two flanges of the bracket are fully broken are applied.</p> <p>The repetitive inspections and subsequent corrective actions have to be carried out in accordance with instructions given in SB A340-25-4230 Revision.01.</p> <p>2. MODIFICATION:</p> <p>2.1 For aircraft that have not been modified in accordance with SB A340-25-4245 at original issue:</p> <p>2.1.1 Unless already accomplished, no later than 31 January 2012, remove the bracket on the LH section of the instrument panel in accordance with instructions given in AIRBUS SB A340-25-4245 Revision 01.</p> <p>2.1.2. Perform a detailed visual inspection of the removed bracket in accordance with instructions given in AIRBUS SB A340-25-4245 Revision 01.</p> <ul style="list-style-type: none"> - If the two flanges are fully broken, perform a detailed visual inspection of the horizontal beam in accordance with AIRBUS SB A340-25-4245 Revision 01: <ul style="list-style-type: none"> • if a crack is found on the horizontal beam, contact AIRBUS before next flight for instructions on repair or replacement and do repair or replacement. • if no crack is found on the horizontal beam, replace the bracket on the LH section of the instrument panel by a new reinforced bracket in accordance with instructions given in AIRBUS SB A340-25-4245 Revision 01. - If the two flanges of the LH bracket are not fully broken, replace the bracket on the LH section of the instrument panel by a new reinforced bracket in accordance with instructions given in AIRBUS SB A340-25-4245 Revision 01. <p>2.2 For aircraft that have already been modified in accordance with SB A340-25-4245 at original issue:</p> <p>Unless already accomplished,</p> <p>Before accumulation of 12 400 FC from the first flight of the aircraft or within 20 months after the effective date of this AD , whichever occurs first, perform the additional work in accordance with instructions given in SB A340-25-4245 Revision 01.</p> <p>Note 3: the replacement of the affected bracket by a new reinforced one by application of SB A340-25-4245 Revision 01 cancels the requirement of the above repetitive inspections.</p>
Ref. Publications:	AIRBUS Service Bulletin A340-25-4230 Revision 01, AIRBUS Service Bulletin A340-25-4245 Revision 01 or later approved revisions of these documents.
Remarks :	1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.

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| | <ol style="list-style-type: none">2. This AD was posted on 11 October 2007 as PAD 07-181 for consultation until 25 October 2007. No comments were received during the consultation period.3. Enquiries regarding this AD should be addressed 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 – Airworthiness Office – E- mail: airworthiness.A330-A340@airbus.com |
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