

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2008 - 0140</b></p> <p><b>Date: 28 July 2008</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<b>Type Approval Holder's Name :</b> AIRBUS	<b>Type/Model designation(s) :</b> A340-200/-300 aircraft
TCDS Number : EASA A.015	
Foreign AD : Not applicable	
Supersedure : None	
<b>ATA 54</b>	<b>Nacelles/Pylons – Pylon Pyramid Attachment Areas aft of Rib1 - Inspection</b>
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A340 aircraft, models -211, -212, -213, - 311, - 312 and -313, all serial numbers except those on which AIRBUS Modification 49203 has been embodied in production.
Reason:	<p>Further to accomplishment of A340 ALI tasks 545104, which require a rototest inspection as per Non Destructive Testing Manual (NTM) 54-51-04 of engine pylon pyramid attachment areas at aft end of lower arms between Rib1 and Rib2 (2 fastener locations/pylon), four findings have been reported and repaired.</p> <p>Further investigations made on performances of High Frequency Eddy Current (HFEC) inspection techniques in steel led to the conclusion that existing NTM procedure 54-51-04 by rototest is not reliable because this method is not adapted to the ferromagnetic materials and therefore findings reported up to now using this procedure can be considered as uncertain.</p> <p>Therefore, a new inspection procedure using Ultra Sonic (US) testing without fastener removal has been developed.</p> <p>In order to comply with certification requirements, this Airworthiness Directive (AD) requires performing the new US inspection on all A340-200/-300 pre-modification 49203 (reinforcements of pylon primary structure for enhanced A340).</p>

Effective Date:	11 August 2008																								
Required action(s) and Compliance Time(s):	<p>Required as indicated:</p> <ol style="list-style-type: none"> <li>Unless already accomplished, perform a special detailed inspection of pylon pyramid attachment areas at aft end of lower arms between Rib 1 and Rib 2 without fastener removal (2 fastener locations/pylon) in accordance with instructions given in AIRBUS Service Bulletin (SB) A340-54-4010, with the following threshold : <ul style="list-style-type: none"> <li>Pending on Weight Variant (WV), before accumulation of threshold X1 Flight Cycles (FC) or X2 Flight Hours (FH), whichever occurs first: <table border="1"> <thead> <tr> <th>Threshold X1 FC</th><th>Threshold X2 FH</th><th>WV</th></tr> </thead> <tbody> <tr> <td>13 000</td><td>60 000</td><td>000 thru 004</td></tr> <tr> <td>11 470</td><td>77 400</td><td>020, 021, 023 thru 026, 028 thru 030, PRE 49203</td></tr> <tr> <td>11 000</td><td>30 000</td><td>027</td></tr> </tbody> </table> </li> <li>For aircraft belonging to WV 000 thru 004 already inspected in accordance with ALI task 545104-01-01 (using rototest procedure): within 2 680 FC or 19 200 FH from this rototest inspection, whichever occurs first, without exceeding 15 280 FC or 76 400 FH since first flight whichever occurs first.</li> </ul> </li> <li>If any fatigue crack has been detected, before next flight contact AIRBUS to get the repair instructions and apply the associated corrective actions.</li> <li>If no fatigue crack has been detected, repeat this inspection at interval not exceeding Y1 FC or Y2 FH whichever occurs first, pending on WV: <table border="1"> <thead> <tr> <th>Interval Y1 FC</th><th>Interval Y2 FH</th><th>WV</th></tr> </thead> <tbody> <tr> <td>1 900</td><td>9 500</td><td>000 thru 004</td></tr> <tr> <td>1 700</td><td>8 500</td><td>020, 021, 023 thru 026, 028 thru 030, PRE 49203</td></tr> <tr> <td>1 700</td><td>8 500</td><td>027</td></tr> </tbody> </table> </li> </ol> <p>Note: This AD cancels A340 ALI tasks 545104-01-01 and 545104-01-02 and 545104-01-06.</p>	Threshold X1 FC	Threshold X2 FH	WV	13 000	60 000	000 thru 004	11 470	77 400	020, 021, 023 thru 026, 028 thru 030, PRE 49203	11 000	30 000	027	Interval Y1 FC	Interval Y2 FH	WV	1 900	9 500	000 thru 004	1 700	8 500	020, 021, 023 thru 026, 028 thru 030, PRE 49203	1 700	8 500	027
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Ref. Publications:	<p>AIRBUS Service Bulletin A340-54-4010 at original issue.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>																								
Remarks :	<ol style="list-style-type: none"> <li>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> </ol>																								

	<ol style="list-style-type: none"><li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li><li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office - EAL Fax: +33 5 61 93 45 80.</li></ol>
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