EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0130R1 **Date: 14 February 2011** 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.

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 AD applies, except in accordance with the requirements of that AD 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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A340-500/-600 aeroplanes

TCDS Number :	EASA.A.015
Foreign AD :	Not applicable
Revision :	This AD revises EASA AD 2009-0130 dated 23 June 2009

ATA 29	**Hydraulic Power – Yellow Hydraulic System – Inspection**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340 model -541, -542, -642 and -643 aeroplanes, all manufacturer serial numbers, except aeroplanes on which the three Airbus modifications (mod.) 200632, mod. 200606 and mod. 200519 have been embodied in production.
Reason:	Following successive ECAM warnings during the approach phase, just after the landing gear extension sequence and an uneventful landing, the maintenance inspection on an Airbus A340 has revealed an hydraulic leak that was caused by the failure of the Yellow high pressure (HP) hydraulic pipe supplying the back-up Nose Wheel Steering (NWS) which runs along the lower part of the avionic bay from frame 17 to frame 20. This leak resulted in the loss of the Yellow hydraulic system and contamination of the avionics bay with sprayed hydraulic fluid. This condition, if not detected and corrected, could result in an ingestion of hydraulic fluid in the electrical connectors, which could generate an arcing phenomenon and, if sufficient energy is provided by the arcing, lead to an ignition source, which would be an unsafe condition. This AD requires the repetitive inspection of the Yellow HP hydraulic line from frame 17 to the elbow connection near frame 20, the application of the associated corrective actions, as necessary, and the repetitive performance of a bleeding of the NWS system to verify the correct

	installation and condition of the HP hydraulic line. This AD revision is issued in order to exclude from the applicability those aeroplanes on which Airbus mod. 200632, 200606 and 200519 have been embodied in production. This revision also introduces the possibility of a terminating action for the initial and repetitive inspection requirements of this AD, which consists in improving the robustness of the hydraulic line in the avionics bay (Airbus Service Bulletin (SB) A340-29-5017) and in limiting the pressure surge and the resulting stress to the hydraulic installation (Airbus SB A340-32-5100).
Effective Date:	Revision 01 : 28 February 2011 Original issue : 07 July 2009
Required action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: (1) Perform a detailed visual inspection of the Yellow HP hydraulic line from frame 17 to the elbow connection near frame 20, apply the associated corrective actions, and perform a bleeding of the NWS system to verify the correct installation and condition of the HP hydraulic line, in accordance with the instructions defined in Airbus All Operators Telex A340-29A5014: - within 100 Flight Cycles (FC) after the effective date of this AD at original issue, for aeroplanes having accumulated at the effective date of this AD at original issue more than or equal to 1 000 FC from the aeroplane first flight, or - within 250 FC after the effective date of this AD at original issue, for aeroplanes having accumulated at the effective date of this AD at original issue less than 1 000 FC from the aeroplane first flight. (2) Repeat the actions required in paragraph (1) of this AD at intervals not exceeding 500 FC. (3) Modification of an aeroplane in accordance with the instructions of both Airbus SB A340-29-5017 and Airbus SB A340-32-5100 cancels the requirements of paragraphs (1) and (2) of this AD.
Ref. Publications:	Airbus All Operators Telex A340-29A5014 dated 14 October 2008. Airbus Service Bulletin A340-29-5017 at original issue. Airbus Service Bulletin A340-32-5100 at original issue. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 13 May 2009 as PAD 09-067 for consultation until 12 June 2009. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, 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 – Airworthiness Office – EAL Fax +33 5 61 934451, E-mail: airworthiness.A330-A340@airbus.com.