EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0139 **Date: 25 June 2009** 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
Supersedure :	None

ATA 21, 25	**Air Conditioning, Equipment/Furnishings – Air Ventilation Pipe, Bulk Crew Rest Compartment (BCRC) – Replacement**
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A340, model -541, -542, -642 and -643 aeroplanes, all manufacturer serial numbers on which AIRBUS modification 47883 has been embodied in production except those on which AIRBUS modification 56616 or 54650 or 55162 has been embodied in production. This Airworthiness Directive (AD) is not applicable to MSN 0766.
Reason:	Investigations have revealed that the secondary structure can come into contact with the individual air outlet pipes installed on top of the BCRC. Movement of the air ventilation pipe under flight conditions may cause chafing, resulting in damage to the pipe elbow. A damaged air ventilation pipe could cause a leak between the BCRC and the upstream of the isolation valve used in case of fire, compromising the BCRC airtightness. In case of fire in the BRDC, the Halon concentration in the BCRC could be consequently reduced, leading to insufficient extinguishing capability, which would constitute an unsafe condition. To prevent such condition, this AD requires the embodiment of a modification which consists in increasing the distance between the corner profile and the air ventilation pipe by installation of a modified elbow having a reduced cross-section.
Effective Date:	09 July 2009

Required action(s) and Compliance Time(s):	Required as indicated, unless already accomplished, Within 6 years from the effective date of this AD, replace the elbow of the air outlet pipe for the Bulk Crew Rest Compartment in accordance with the instructions of AIRBUS Service Bulletin (SB) A340-21-5034.
Ref. Publications:	AIRBUS Service Bulletin A340-21-5034 original issue. The use of later approved revisions of this document 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. This AD was posted on 11 May 2009 as PAD 09-065 for consultation until 10 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 SAS – Airworthiness Office - EAL. Fax: +33 5 61 93 45 80. E-mail: airworthiness.A330-A340@airbus.com .