

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0204</p> <p>Date: 30 September 2009</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 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].</p>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>		<p>Type/Model designation(s) :</p> <p>A330 and A340-500/-600 aeroplanes</p>
<p>TCDS Number : EASA.A.004, EASA.A.015</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This AD supersedes EASA AD 2008-0019 dated 28 January 2008.</p>		
ATA 71	Power Plant – Engine Mount Link Pin Retention Bolts – Inspection / Replacement	
<p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p>		
<p>Applicability: Airbus A330 aeroplanes, models -243, -341, -342, -343, all manufacturer serial numbers (MSN), Airbus A340 aeroplanes, models -541, -542, -642, -643, all MSN.</p>		
<p>Reason:</p> <p>It has been evidenced by test that the tightening torque settings on the Rolls Royce Trent 500 and Trent 700 forward (FWD) and aft (AFT) engine mount link pin retention bolts have always been higher than the design value. These bolts retain the washers that maintain the engine mount vertical load pins in position.</p> <p>If bolts, as a consequence of the over-torque, fail and move away, it would lead to loss of the vertical load pins, which could result in loss of the primary and/or secondary load path of the forward and/or aft engine mount which could potentially lead to engine separation.</p> <p>As a short term action, EASA AD 2008-0019 was issued to require a one time visual inspection of the impacted FWD and AFT engine mount link pin retention bolts in order to detect any broken or missing bolts. This AD, which supersedes EASA AD 2008-0019, mandates a one-time visual inspection of the FWD and AFT engine mount link pin retention bolts, in order to ensure that any over-torqued bolt is replaced.</p>		
<p>Effective Date: 14 October 2009</p>		

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated :</p> <p>(1) Unless already accomplished, perform a visual inspection of the FWD and AFT engine mount link pin retention bolts on all engines, in accordance with the instructions given in Airbus Service Bulletin (SB) A330-71-3022, or Airbus SB A340-71-5004, as applicable to the aeroplane type:</p> <ul style="list-style-type: none"> - <u>For A330 aeroplanes identified in the applicability section</u>, within 4 500 Flight Cycles (FC) after the effective date of this AD, - <u>For A340 aeroplanes identified in the applicability section</u>, within 2 500 FC after the effective date of this AD. <p>If an "X" is not marked on the bolt head, replace this bolt before next flight in accordance with the instructions given in Airbus SB A330-71-3022, or Airbus SB A340-71-5004, as applicable.</p> <p>(2) The actions defined in paragraph (1) of this AD are not required for any engine installed on:</p> <ul style="list-style-type: none"> - A330 aeroplanes, from MSN 964 inclusive and subsequent, on which it can be demonstrated from data records that this engine has not been replaced or re-installed since the aeroplane original delivery date; - A340 aeroplanes, from MSN 981 inclusive and subsequent, on which it can be demonstrated from data records that this engine has not been replaced or re-installed since the aeroplane original delivery date. <p>(3) After the effective date of this AD, no person shall install an engine on any aeroplane, unless in compliance with the requirements of this AD.</p>
<p>Ref. Publications:</p>	<p>Airbus Service Bulletin A330-71-3022 at Original issue, Airbus Service Bulletin A340-71-5004 at Original issue, The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 10 July 2009 as PAD 09-090 for consultation until 10 August 2009. The Comment Response Document can be found at http://ad.easa.europa.eu . 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 questions 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 .