


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0028R1 [Correction: 25 June 2012]</p> <p>Date: 25 June 2012</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>		
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 2010-0028 dated 23 February 2010.		
ATA 52		
Doors – Nose Landing Gear (NLG) Aft Doors – Aft Hinge Forward (FWD) Attachment Fittings – Inspection/Replacement		
Manufacturer(s):		Airbus (formerly Airbus Industrie)
Applicability:		Airbus A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.
Reason:		<p>An operator has reported cracks on the aft hinge FWD fittings of the NLG aft doors (Right Hand (RH) side or Left Hand (LH) side). The cracks extended by approximately 15 millimetres from the upper hole to the edge of the fittings.</p> <p>Investigation has revealed that these cracks have initiated due to fatigue loads and propagated under bending load.</p> <p>This condition, if not detected and corrected, could lead to the in-flight loss of the door, possibly resulting in injury to persons on the ground or aeroplane damages.</p> <p>For the reasons described above, EASA issued AD 2010-0028, to require repetitive inspections of the area and, depending on findings, replacement of the fittings.</p> <p>Since issuance of this AD, Airbus developed a modification to reinforce the NLG aft door hinges.</p> <p>This AD is revised to introduce the reinforced NLG aft door hinges as an optional terminating action for the repetitive inspections required by this AD. In addition, some changes have been made to align the writing standards of this AD to the current standards.</p>

	This AD has been republished to correct a typographic mistake in paragraph (1), where “first” has erroneously been introduced instead of “latest”.
Effective Date:	Revision 1 : 02 July 2012 Original issue : 09 March 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously</p> <p>(1) Before the accumulation of 1 000 Total Flight Cycles (FC) after the aeroplane first flight, or within 100 FC after 09 March 2010 [the effective date of this AD at original issue] for aeroplanes having accumulated between 1 000 total FC and 2 500 total FC after the aeroplane first flight, or within 50 FC after 09 March 2010 [the effective date of this AD at original issue] for aeroplanes having exceeded 2 500 total FC after the aeroplane’s first flight, whichever occurs latest, perform a detailed visual inspection of the FWD attachment fittings of the NLG Aft door aft hinge, LH and RH side doors, in accordance with the instructions defined in Airbus Service Bulletin (SB) A340-52-5016.</p> <p>(2) In case of no crack finding, repeat the inspection required in paragraph (1) of this AD at intervals not to exceed 500 FC from the last inspection.</p> <p>(3) In case of crack finding during the initial or repetitive inspection, before next flight, perform High Frequency Eddy Current (HFEC) inspection of FWD and AFT attachment fittings of the aft hinge on the affected NLG aft door, in accordance with the instructions defined in Airbus SB A340-52-5016.</p> <p>(3.1) In case of an additional crack finding, before next flight, replace both fittings FWD and AFT with new parts on the aft hinge of the affected NLG aft door.</p> <p>(3.2) In case of no additional crack finding and in accordance with the instructions defined in Airbus SB A340-52-5016:</p> <ul style="list-style-type: none"> - repeat the HFEC inspection required by paragraph (3) of this AD at intervals not to exceed 10 FC from the last inspection, or - perform a Fluorescent Penetrant Inspection at intervals not to exceed 3 FC from the last inspection, <p>up to the limit of 20 FC after the crack identification ,when the FWD and AFT fittings replacement is required on the aft hinge of the affected NLG aft door.</p> <p>(4) At each replacement of the FWD fitting of the NLG aft door aft hinge as required by paragraphs (3.1) and (3.2) of this AD: Before the accumulation of 1 000 FC by the FWD fitting on an aeroplane, perform the initial inspection defined in paragraph (1) and thereafter the repetitive inspections defined in paragraph (2) of this AD, and apply the associated corrective actions defined in paragraph (3) of this AD.</p> <p>(5) Modification of NLG aft doors aft hinges in accordance with the accomplishment instructions of AIRBUS SB A340-52-5018 constitutes terminating action for the repetitive inspections as required by this AD for that aeroplane.</p>

Ref. Publications:	Airbus SB A340-52-5016 original issue dated 01 February 2010. Airbus SB A340-52-5018 original issue dated 05 April 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. 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.3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com .