


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0104</b></p> <p><b>Date: 08 June 2010</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> A340-500 / A350-900 aeroplanes
TCDS Number : EASA.A.015	
Foreign AD : Not applicable	
Supersedure : None	
<b>ATA 21</b>	<b>Air Conditioning Pack Bay Ventilation Ducting – Inspection</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340 aeroplanes, models -541, -542, -642 and -643, all manufacturer serial numbers which have embodied Airbus modification 53340 in production.
Reason:	<p>An operator has reported duct disconnection in the pack bay area which resulted in chafing to electrical wiring, damage to ram air door insulation and wear of pack connection tie rods. Another event revealed chafing on the lower fuel centre tank structure.</p> <p>The disconnection of this duct does not have any adverse consequence on the pack bay itself. However, duct disconnection can induce chafing and wear to the pack connection tie rods if the disconnected duct remains in contact with the rods.</p> <p>Two of the three rods that support the rear part of the Heat-Exchanger could potentially be affected by wear and subsequent rupture. In such a case, the remaining rod would support the heat exchanger but movement of the part could further damage its attachments. The rupture of the third rod could potentially result in structural damage to the aeroplane, detachment of parts and hazard to persons or property on the ground.</p> <p>Consequently, this AD requires repetitive visual inspections of both pack bay ventilation ducts and, in case of discrepancies, the accomplishment of the associated corrective actions.</p>

Effective Date:	22 June 2010
Required action(s) and Compliance Time(s):	<p>Required as indicated:</p> <p>(1) For aeroplanes on which Airbus AOT A340-21A5039 has been embodied before the effective date of this AD:</p> <p>In accordance with the instructions of Airbus Service Bulletin (SB) A340-21-5041, unless already accomplished, within 3 600 Flight Hours (FH) after the accomplishment of Airbus AOT A340-21A5039 or within 900 FH after the effective date of this AD, whichever occurs later, perform a detailed inspection of both Pack No.1 and Pack No.2 bay ventilation ducting and apply the associated corrective actions.</p> <p>(2) For aeroplanes on which Airbus AOT A340-21A5039 has <b>not</b> been embodied before the effective date of this AD :</p> <p>In accordance with the instructions of Airbus Service Bulletin (SB) A340-21-5041, unless already accomplished, within 3 600 FH after the aeroplane first flight, or within 900 FH after the effective date of this AD, whichever occurs later, perform a detailed inspection of both Pack No.1 and Pack No.2 bay ventilation ducting and apply the associated corrective actions.</p> <p>(3) Repeat the actions required by paragraph (1) or (2) of this AD at intervals not to exceed 3 600 FH.</p> <p>(4) Within 30 days after the accomplishment of any inspection required by paragraphs (1) and (2) and (3) of this AD, report the inspection results to Airbus.</p>
Ref. Publications:	<p>Airbus Service Bulletin A340-21-5041 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 :	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was issued on 05 May 2010 as PAD 10-040 for consultation until 02 Jun 2010. No comments were received during the consultation period.</p> <p>3. Enquiries regarding this AD should be referred to the Airworthiness Directorates, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>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 or + 33 5 61 93 44 51. E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</p>