


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2010-0211R1	
	Date: 06 December 2010 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 the 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 : AIRBUS	Type/Model designation(s) : A340-200/-300 aeroplanes	
TCDS Number : EASA.A.015		
Foreign AD : Not applicable		
Revision : This AD revises EASA AD 2010-0211R1 dated 14 October 2010		
ATA 54	Nacelles, Pylon – Outboard Pylon Extension Fairing (PEF) – Shutter Flap Inspection	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A340 aeroplanes, models -211, -212, -213, -311, -312 and -313, all manufacturer serial numbers.	
Reason:	<p>The A340 PEF shutter flap is designed to ensure the aerodynamic continuity between the wing trailing edge and the PEF. The PEF is installed on the outboard pylons only.</p> <p>Operators have reported failure of the shutter flap hinge due to excessive wear of the forks and thimbles between the shutter flap and the U-floating. Additionally, one case of shutter flap missing has been experienced on an A340-200 aeroplane due to failure of the shutter flap hinge.</p> <p>Excessive wear on the forks and thimbles, and subsequent vibrations of the shutter flap can lead to hinge break and consequently to the loss of the shutter flap in flight, which could result on a secondary damage to the PEF.</p> <p>The original issue of this AD required a one-time inspection on the shutter flap hinge, the forks and the thimbles of both outboard pylons for detection of any crack, deformation or wear and to apply the associated corrective actions if necessary.</p> <p>Further mandatory actions are expected for A340-500/-600 aeroplanes, which have a similar design, based on the outcome of these inspections.</p>	

	This AD revision aims to extend the compliance time associated to the inspections.
Effective Date:	Revision 1 : 20 December 2010 Original Issue : 28 October 2010
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 2 000 Flight Hours after the effective date of this AD at original issue, for both outboard pylons, perform a detailed visual inspection of:</p> <ul style="list-style-type: none"> - the Shutter Flap Hinge for crack or deformation, - the Forks for wear and - the Thimbles for wear, <p>and do the applicable corrective actions, in accordance with the instructions of Airbus All Operators Telex (AOT) A340-54A4011.</p> <p>(2) Within 90 days after the accomplishment of the inspection described in paragraph (1) of this AD, report to Airbus all inspection results, including no findings, in accordance with the instructions of Airbus AOT A340-54A4011.</p>
Ref. Publications:	<p>Airbus All Operators Telex A340-54A4011 dated 06 October 2010.</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. 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.</p> <p>3. Enquiries regarding this AD should be referred to the Airworthiness Director, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>For any question concerning the technical content of the requirements in this AD, please contact: Airbus – Airworthiness Office – EAL; E-mail: airworthiness.A330-A340@airbus.com.</p>

SUPERSEDED