


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2011-0238</b></p> <p><b>Date: 14 December 2011</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>		<b>Type/Model designation(s) :</b>
AIRBUS		A340-200/300 aeroplanes
TCDS Number :	EASA.A.015	
Foreign AD :	Not applicable	
Supersedure :	None	
<b>ATA 54</b>	<b>Pylon – Aft Lower Pylon Fairing Attachment – Inspection / Replacement</b>	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplane models, all manufacturer serial numbers.	
Reason:	<p>An A340 aeroplane has experienced the loss in flight of an aft lower pylon fairing at engine 2 causing damage to left hand No.3 flap track moveable fairing.</p> <p>Another A340 operator has found, during walk around inspection, both aft attachment bolts loosen, with wear of the lower aft fairing spigots.</p> <p>Investigations have shown that the Aircraft Maintenance Manual (AMM) procedure related to "Removal and Installation of the lower fairing of the inboard and outboard pylon" did not clearly indicate the torque value for bolts and did not request the self-locking nut replacement. This procedure has been updated recently through AMM Temporary Revision (TR) N° 54-001.</p> <p>In-flight detachment of the aft lower pylon fairing could result in damage to the aeroplane structure, or in injuries to persons on the ground.</p> <p>Investigation has also demonstrated that A330 and A340-500/600 aeroplanes are not affected by this condition due to a different design of the lower pylon fairing attachment.</p>	

	For the reasons described above, this AD requires a one-time inspection of each aft lower pylon fairing to verify its attachments, to verify as well all interface parts and to replace both bolts and nuts by new ones. This AD also requires sending the inspection results to Airbus.
Effective Date:	28 December 2011
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><b>For all aeroplanes which, on the effective date of this AD, have accumulated 8 000 total flight cycles or more:</b></p> <p>(1) Within 1 000 flight hours after the effective date of this AD, do the inspection program including both bolts and nuts replacement of each aft lower pylon fairing, and do the applicable corrective actions within the applicable compliance time, in accordance with the instructions of Airbus All Operators Telex (AOT) A340-54A4013.</p> <p>(2) Within 30 days after the inspection required by paragraph (1) of this AD, report all inspection results to Airbus.</p>
Ref. Publications:	<p>Airbus All Operators Telex A340-54A4013 issue date 15 November 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>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.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus – Airworthiness Office – EAL; E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>