


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0007R1</p> <p>Date: 03 May 2013</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 EU 748/2012, Part 21.A.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 2012-0007 dated 11 January 2012.
ATA 21	Air Conditioning – Pack Bay Ventilation Ducting – Inspection / Repair / Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340-541, A340-542 , A340-642 and A340-643 aeroplanes, all manufacturer serial numbers which have embodied Airbus modification (mod) 53340 in production.
Reason:	<p>An operator 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. 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 remaining rod could potentially result in structural damage to the aeroplane.</p> <p>Consequently, EASA AD 2010-0104 was issued to require repetitive visual inspections of both pack bay ventilation ducts and, in case of discrepancies, the accomplishment of the associated corrective actions.</p> <p>Since EASA AD 2010-0104 was issued, analysis of an additional reported case of duct disconnection led to reduce the inspection threshold and intervals from 3 600 flight hours (FH) to 1 800 FH by issuing EASA AD 2012-0007 which superseded EASA AD 2010-0104. EASA AD 2012-0007 also introduced an optional terminating action through Airbus Service Bulletin (SB) A340-21-</p>

	<p>5043, installing additional brackets and replacing the sleeves to prevent the duct disconnection.</p> <p>During validation of Airbus SB A340-21-5043 Revision 01, it was noticed that parts were missing in the SB kit content and description. Consequently, accomplishment of Airbus SB A340-21-5043 at original issue or Revision 01 cannot be completed.</p> <p>For the reasons described above, this AD has been revised to refer to Airbus SB A340-21-5043 Revision 02 for accomplishment of the optional terminating action.</p> <p>Note: the reporting of the inspection results is no longer part of this revised AD.</p>						
Effective Date:	<p>Revision 1 : 10 May 2013</p> <p>Original Issue : 25 January 2012</p>						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>(1) Within the compliance time indicated in Table 1 of this AD, as applicable, accomplish a detailed inspection of both Pack No.1 and Pack No.2 bay ventilation ducting in accordance with the instructions of Airbus SB A340-21-5041 Revision 01.</p> <p style="text-align: center;">Table 1</p> <table border="1"> <thead> <tr> <th></th><th>Compliance Time (whichever occurs later, A or B)</th></tr> </thead> <tbody> <tr> <td>A</td><td>Within 1 800 FH after accomplishment of Airbus All Operators Telex A340-21A5039, or after accomplishment of Airbus SB A340-21-5041, or after the aeroplane first flight, as applicable</td></tr> <tr> <td>B</td><td>Within 900 FH after 25 January 2012 [the effective date of the original issue of this AD]</td></tr> </tbody> </table> <p>(2) Thereafter, at intervals not to exceed 1 800 FH, repeat the inspection as required by paragraph (1) of this AD in accordance with the instructions of Airbus SB A340-21-5041 Revision 01.</p> <p>(3) If, during any inspection as required by paragraph (1) or (2) of this AD, a discrepancy (as defined in Airbus SB A340-21-5041 Revision 01) is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A340-21-5041 Revision 01.</p> <p>(4) Accomplishment of corrective actions as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections required by paragraphs (1) and (2) of this AD.</p> <p>(5) Inspections and corrective actions, accomplished before 25 January 2012 [the effective date of the original issue of this AD] in accordance with the instructions of Airbus SB A340-21-5041 at original issue, are acceptable to comply with the initial requirements of paragraphs (1), (2) and (3) of this AD. After 25 January 2012 [the effective date of the original issue of this AD], the repetitive inspections and applicable corrective actions required by paragraphs (2) and (3) of this AD must be accomplished in accordance with the instructions of Airbus SB A340-21-5041 Revision 01.</p> <p>(6) Deleted.</p> <p>(7) Modification of an aeroplane in accordance with the instructions of Airbus SB A340-21-5043 Revision 02 constitutes terminating action for the repetitive inspections required by this AD for that aeroplane.</p>		Compliance Time (whichever occurs later, A or B)	A	Within 1 800 FH after accomplishment of Airbus All Operators Telex A340-21A5039, or after accomplishment of Airbus SB A340-21-5041, or after the aeroplane first flight, as applicable	B	Within 900 FH after 25 January 2012 [the effective date of the original issue of this AD]
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Ref. Publications:	<p>Airbus SB A340-21-5041 Revision 01 dated 06 December 2011.</p> <p>Airbus SB A340-21-5043 Revision 02 dated 17 October 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until 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 question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.