


EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0007 Date: 11 January 2012 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 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].	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A340-500/-600 aeroplanes
TCDS Number:	EASA.A.015
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2010-0104 dated 08 June 2010.
ATA 21	Air Conditioning – Pack Bay Ventilation Ducting – Inspection / Repair / Modification
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 (mod) 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 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 one additional reported case of duct disconnection has led to reduce the inspection threshold and intervals from 3 600 Flight Hours (FH) to 1 800 FH.</p>

	For the reasons described above, this AD, which supersedes EASA AD 2010-0104, requires to comply with the new inspection threshold and intervals. This AD also introduces as an optional terminating action Airbus Service Bulletin (SB) A340-21-5043 (Airbus mod 201093), which includes installation of additional brackets and replacement of the sleeves to prevent the duct disconnection in the pack bay area.						
Effective Date:	25 January 2012						
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously :</p> <p>(1) Within the compliance time indicated in Table 1 of this AD, whichever of A or B occurs later, 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</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 the effective date 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 paragraphs (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) Aeroplanes which have passed the inspections and applied the associated corrective actions before the effective date of this AD in accordance with the instructions of Airbus SB A340-21-5041 at original issue are compliant with the requirements of paragraphs (1), (2) and (3) of this AD. After the effective date 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) Within 90 days after accomplishment of each inspection as required by paragraphs (1) and (2) of this AD, report to Airbus all recorded inspection results (including no findings) in accordance with the instructions of Airbus SB A340-21-5041 Revision 01.</p> <p>(7) Modification of an aeroplane in accordance with the instructions of Airbus SB A340-21-5043 constitutes terminating action for the repetitive inspections required by paragraphs (1) and (2) of this AD for that aeroplane.</p>		Compliance Time	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 the effective date 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 at original issue dated 25 February 2011.</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. 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 question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office – EIAL. Fax: + 33 5 61 93 45 80 or + 33 5 61 93 44 51. E-mail: airworthiness.A330-A340@airbus.com.
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