EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0167 **Date: 31 August 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].

Design Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A340-200/-300 aeroplanes

TCDS Number:	EASA A.015
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2008-0140 dated 28 July 2008.

ATA 54	**Nacelles/Pylons – Pylon Pyramid Attachment Areas Aft of Rib1 – Inspection / Repair**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 49203 has been embodied in production.
Reason:	During the accomplishment of A340 ALI task 545104, which requires a rototest inspection of the engine pylon pyramid attachment areas at the aft end of the lower arms between Rib1 and Rib2 (2 fastener locations/pylon), in accordance with Airbus Non Destructive Testing Manual (NTM) 54-51-04, four findings have been reported and repaired. Further investigations made on performances of High-Frequency Eddy Current (HFEC) inspection techniques in steel led to the conclusion that existing NTM procedure 54-51-04 by rototest is insufficiently reliable as it is not adapted to the ferromagnetic materials. Therefore, findings reported up to now using this procedure must be considered as uncertain. This situation, if not detected and corrected, could affect the structural integrity of the aeroplane. To address this situation, a new inspection procedure using Ultra Sonic (US) testing without fastener removal was developed. EASA issued AD 2008-0140 to require repetitive inspection by performing the new US-method testing of all A340-200 and A340-300 pre-modification 49203 (reinforcements of pylon primary structure for enhanced A340) aeroplanes.

	Since that AD was issued, in the frame of a new fatigue and damage tolerance evaluation taking into account the aeroplane utilization, the threshold and intervals have been reassessed, for both inner and outer pylons. This reassessment has concluded that several thresholds and intervals must be reduced to allow timely detection of cracks and the accomplishment of an applicable corrective action. For the reason described above, this AD retains the requirements of EASA AD 2008-0140, which is superseded, and requires accomplishment of repetitive inspections of pylon pyramid attachment areas within the new thresholds and intervals.
Effective Date:	14 September 2012
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously : (1) For aeroplanes that have, before the effective date of this AD, never been inspected in accordance with the instructions of Airbus Service Bulletin (SB) A340-54-4010 (at any revision): Within the compliance time defined in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed the values defined in Airbus SB A340-54-4010 Revision 01, as applicable, depending on the Weight Variant (WV) and aeroplane utilization, accomplish a special detailed inspection of the pylon pyramid attachment areas at the aft end of the lower arms between Rib1 and Rib2 in accordance with the instructions of Airbus SB A340-54-4010 Revision 01.

Table 1 – Initial inspection

	Compliance time (whichever occurs later between A and B)
A	Within the threshold defined in Airbus SB A340-54-4010 Revision 01, depending on WV and aeroplane utilization.
B	Within 24 months after the effective date of this AD but without exceeding the previous threshold defined in Airbus SB A340-54-4010 at original issue and re-stated in SB A340-54-4010 Revision 01.

(2) For aeroplanes that have, before the effective date of this AD, already been inspected in accordance with the instructions of Airbus Service Bulletin (SB) A340-54-4010 (at any revision):

Within the compliance time defined in Table 2 of this AD, and thereafter at intervals not to exceed the values defined in Airbus SB A340-54-4010 Revision 01, as applicable (see also Table 3 of this AD), depending on the Weight Variant (WV) and aeroplane utilization, accomplish a special detailed inspection of the pylon pyramid attachment areas at the aft end of the lower arms between Rib1 and Rib2 in accordance with the instructions of Airbus SB A340-54-4010 Revision 01.

Table 2 - First inspection after the effective date of this AD

	Compliance time (whichever occurs later between C and D)
C	Within the new interval, as defined in Airbus SB A340-54-4010 Revision 01, as applicable, depending on WV and aeroplane utilization, to be counted from the last inspection.
D	Within 24 months after the effective date of this AD but without exceeding the previous value defined in Airbus SB A340-54-4010 at original issue and re-stated in Table 3 of this AD.

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Table 3 – Restatement of intervals,
as defined in Airbus SB A340-54-4010 at original issue
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<tr><td>WV</td><td>Time since last inspection</td></tr>
<tr><td>000 thru 004</td><td>1 900 Flight Cycles (FC) / 9 500 Flight Hours (FH) whichever occurs first</td></tr>
<tr><td>020, 021 and 023 thru 030</td><td>1 700 FC / 8 500 FH whichever occurs first</td></tr>
</table>
(3) If, during any inspection as required by paragraph (1) or (2) of this AD, discrepancies are detected, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly. The relevant Airbus Repair Approval Sheet (RAS) may identify the need for, and definition of, any subsequent repetitive inspections and corrective actions(s). In that case, such instructions are part of the actions required by this AD.
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<tr><td>Ref. Publications :</td><td>Airbus SB A340-54-4010 Revision 01 dated 02 December 2011.
The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</td></tr>
<tr><td>Remarks :</td><td>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 26 July 2012 as PAD 12-091 for consultation until 23 August 2012. No comments were received during the consultation period .
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.</td></tr>
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