

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0224 [Correction: 05 November 2012] Date: 24 October 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 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].	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A340 aeroplanes
TCDS Number:	EASA.A.015
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2012-0028 dated 14 February 2012.
ATA 54	Nacelles / Pylons – Outboard Pylon Extension Fairing / Shutter Flap – Inspection / Repair / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.
Reason:	Operators reported failures of the Pylon Extension Fairing (PEF) shutter flap hinge. The A340 PEF shutter flap is designed to ensure the aerodynamic continuity between the wing trailing edge and the PEF, which is installed on the outboard pylons only. In addition, one case of a missing shutter flap has been reported by an A340-200 operator, due to failure of the shutter flap hinge. Investigation results showed that these occurrences were due to excessive wear of the forks and thimbles between the shutter flap and the U-floating. This condition, if not corrected, could lead to vibrations of the shutter flap, failure of the hinge and, consequently, to in-flight loss of the shutter flap, possibly resulting in secondary damage to the PEF and/or injury to persons on the ground. To correct this potential unsafe condition, EASA issued AD 2010-0211, later revised (R1), to require 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, depending on findings, corrective actions. The results of this inspection program demonstrated that it is necessary to perform repetitive inspections of those parts. Prompted by these findings, EASA issued AD 2012-0028, retaining the

	requirements of EASA AD 2010-0211R1, which was superseded, and introducing repetitive inspections of the outboard PEF shutter flaps to enable early detection of any crack, deformation, or wear. EASA AD 2012-0028 also extended its applicability to A340-500/-600 aeroplanes as the outboard PEF shutter flaps installed on that aeroplane type have a similar design to the one installed on A340-200/-300 aeroplanes. Since EASA AD 2012-0028 was issued, a new occurrence was reported of in-flight loss of a shutter flap, caused by the failure of the hinge. Further investigation results showed that the affected aeroplane was already inspected with no findings on the hinge, but the forks and thimbles were replaced. To address this situation, Airbus revised the applicable Service Bulletins (SB), providing instructions to also replace the hinge, concurrent with replacement of the forks and/or thimbles, depending on findings. For the reasons described above, this AD retains the requirements of EASA AD 2012-0028, which is superseded, and requires concurrent hinge replacement in case findings dictate the need for fork and/or thimble replacement. In addition, this AD requires replacement of the hinges on aeroplanes on which forks and/or thimbles have been replaced before the effective date of this AD. This AD has been republished to correct an error with the applicable AD number and effective date in paragraph (2).
Effective Date:	07 November 2012
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: For A340-200/-300 aeroplanes: (1) Within 2 000 flight hours (FH) after 28 October 2010 [the effective date of EASA AD 2010-0211], for both outboard pylons, accomplish a detailed visual inspection of : - the shutter flap hinge for crack or deformation, - the forks for wear and - the thimbles for wear, and, depending on findings, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus All Operators Telex (AOT) A340-54A4011 revision 01. (2) Inspections and corrective actions, accomplished before 28 February 2012 [the effective date of EASA AD 2012-0028] in accordance with the instructions of Airbus AOT A340-54A4011 at original issue, are acceptable to comply with the requirements of paragraph (1) of this AD. (3) Within 15 000 FH after accomplishment of the inspection as required by paragraph (1) of this AD, and thereafter at intervals not to exceed 15 000 FH, accomplish a detailed inspection of the shutter flap hinge and connecting parts on both outboard pylons in accordance with the instructions of Airbus Service Bulletin (SB) A340-54-4012 Revision 01. For A340-500/-600 aeroplanes: (4) Within 15 000 FH since the aeroplane first flight, or within 24 months after 28 February 2012 [the effective date of EASA AD 2012-0028], whichever occurs later, and thereafter at intervals not to exceed 15 000 FH, accomplish a detailed inspection of the shutter flap hinge and connecting parts on both outboard pylons in accordance with the instructions of Airbus SB A340-54-5001 Revision 01. For all aeroplanes: (5) If, during any inspection as required by paragraph (3) or (4) of this AD, as applicable to aeroplane model, a discrepancy is detected, before next flight, accomplish the applicable corrective actions in accordance with the

	instructions of Airbus SB A340-54-4012 Revision 01 or Airbus SB A340-54-5001 Revision 01, as applicable to aeroplane model. (6) Inspections accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A340-54-4012 original issue or Airbus SB A340-54-5001 original issue, as applicable, are acceptable to comply with the initial inspection required by paragraph (3) or (4) of this AD. Corrective actions accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A340-54-4012 original issue or Airbus SB A340-54-5001 original issue, as applicable, are acceptable to comply with the requirement of paragraph (5) of this AD, except for the action specified in paragraph (7) of this AD. (7) If the forks and/or thimbles were replaced in accordance with the instructions of AOT A340-54A4011 at original issue or revision 01 or SB A340-54-4012 at original issue or SB A340-54-5001 at original issue, as applicable, but NOT the hinge, within 2 000 FH after the effective date of this AD, replace the associated hinge in accordance with the instructions of Airbus AOT A54L001-12 or SB A340-54-5001 Revision 01. (8) Accomplishment of corrective actions as required by paragraphs (5) and (7) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (3) or (4) of this AD, as applicable to aeroplane model.
Ref. Publications:	Airbus AOT A340-54A4011 Revision 01 dated 07 December 2010. Airbus AOT A54L001-12 dated 09 August 2012. Airbus SB A340-54-5001 at original issue dated 07 December 2011 or Revision 01 dated 03 October 2012. Airbus SB A340-54-4012 at original issue dated 23 September 2011 or Revision 01 dated 03 October 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	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.