


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2013-0099</b></p> <p><b>Date: 25 April 2013</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 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>		
<b>Design Approval Holder's Name:</b>		<b>Type/Model designation(s):</b>
Airbus		A340 aeroplanes
TCDS Number:	EASA.A.015	
Foreign AD:	None	
Supersedure:	This AD supersedes EASA AD 2011-0238 dated 14 December 2011.	
<b>ATA 54</b>	<b>Nacelles / Pylons – Lower Center and Aft Pylon Spigots – Inspection / Replacement</b>	
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:	<p>In 2011, an A340 aeroplane 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. During a walk-around inspection, another A340 operator found both aft attachment bolts loosened, with wear of the lower aft fairing spigots.</p> <p>This condition, if not detected and corrected, could lead to in-flight detachment of the aft lower pylon fairing, possibly resulting in damage to the aeroplane, or in injury to persons on the ground.</p> <p>The results of the subsequent investigations showed 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 specify the need for self-locking nut replacement. Prompted by this finding, the procedure was updated through AMM Temporary Revision (TR) N° 54-001.</p> <p>To address this unsafe condition, EASA issued AD 2011-0238 to require a one-time inspection of each aft lower pylon fairing to verify its attachments, as well as all interface parts and to replace both bolts and nuts by new ones. That AD also required sending the inspection results to Airbus.</p> <p>At the time of issuance of that EASA AD 2011-0238, it was considered that A330 and A340-500/600 aeroplanes could not be affected by this potential</p>	

	<p>unsafe condition, due to a different design of the lower pylon fairing attachment.</p> <p>However, since issuance of that AD, during the accomplishment of the scheduled maintenance check, wear damage was found on the pylon box to aft fairing spigot and on the lower center pylon fairing of an A340-600 aeroplane. Based on the analysis of that finding, it has been determined that inspections of the pylon box to aft fairing spigot and fitting of each of the four pylons are necessary.</p> <p>In addition, the review of the inspection result reporting mandated by EASA AD 2011-0238 led to the conclusion that the center pylon fairings have also to be inspected and that repetitive inspections of the lower aft and center pylon fairings on four pylons were required.</p> <p>For the reasons described above, this AD:</p> <ul style="list-style-type: none"> <li>- retains the requirements of EASA AD 2011-0238, which is superseded,</li> <li>- expands the applicability to A340-500 and A340-600 aeroplanes,</li> <li>- requires repetitive inspections of the pylon box to aft fairing spigot and fitting for A340-500/-600 and the lower aft and center pylon fairings for A340-200/-300 on each of the four pylons, and</li> <li>- no longer requires the reporting of inspection results.</li> </ul>						
Effective Date:	09 May 2013						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For A340-500/600 aeroplanes:</p> <p>Before the accumulation of 39 600 flight hours (FH) since aeroplane first flight or within 13 200 FH after the effective date of this AD, whichever occurs later and, thereafter, at intervals not to exceed 39 600 FH, accomplish a detailed inspection of the pylon box to aft fairing spigots and fittings on each of the four pylons in accordance with the instructions of Airbus Service Bulletin (SB) A340-54-5002.</p> <p>(2) For A340-200/-300 aeroplanes on which the inspection specified in Airbus All Operator Telex (AOT) A340-54A4013 has already been accomplished:</p> <p>Before the accumulation of 34 500 FH since aeroplane first flight or within 11 500 FH after the effective date of this AD, whichever occurs later, accomplish a detailed inspection of the lower center pylon fairing on each of the four pylons in accordance with the instructions of Airbus SB A340-54-4014.</p> <p>(3) For A340-200/-300 aeroplanes on which the inspection specified in Airbus AOT A340-54A4013 has not been accomplished:</p> <p>Within the compliance time defined in Table 1 of this AD, as applicable, accomplish a detailed inspection of the lower aft and center pylon fairings on each of the four pylons in accordance with the instructions of Airbus SB A340-54-4014.</p> <p style="text-align: center;">Table 1. Initial Inspection</p> <table border="1" data-bbox="608 1682 1406 1935"> <thead> <tr> <th data-bbox="608 1682 1062 1805">FH accumulated on the effective date of this AD since first flight of the aeroplane</th> <th data-bbox="1062 1682 1406 1805">Compliance Time (after the effective date of this AD)</th> </tr> </thead> <tbody> <tr> <td data-bbox="608 1805 1062 1868">Less than 34 500 FH</td> <td data-bbox="1062 1805 1406 1868">11 500 FH</td> </tr> <tr> <td data-bbox="608 1868 1062 1935">Equal or more than 34 500FH</td> <td data-bbox="1062 1868 1406 1935">5 750 FH</td> </tr> </tbody> </table> <p>(4) For A340-200/-300 aeroplanes:</p> <p>Within 34 500 FH after accomplishment of the inspection as specified in Airbus AOT A340-54A4013, or after the inspection as required by</p>	FH accumulated on the effective date of this AD since first flight of the aeroplane	Compliance Time (after the effective date of this AD)	Less than 34 500 FH	11 500 FH	Equal or more than 34 500FH	5 750 FH
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Less than 34 500 FH	11 500 FH						
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	<p>paragraph (3) of this AD, as applicable, and, thereafter, at intervals not to exceed 34 500 FH, accomplish a detailed inspection of the lower aft and center pylon fairings on each of the four pylons in accordance with the instructions of Airbus SB A340-54-4014.</p> <p>(5) If, during any inspection as required by this AD, any discrepancy is detected, within the compliance time defined in SB A340-54-4014 or SB A340-54-5002, as applicable to aeroplane type, and depending on allowable damage limits, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A340-54-4014 or SB A340-54-5002, as applicable to aeroplane type.</p> <p>(6) Accomplishment of corrective actions as required by paragraph (5) of this AD does not constitute terminating action for the repetitive inspections required by this AD.</p>
Ref. Publications:	<p>Airbus AOT A340-54A4013 dated 15 November 2011.</p> <p>Airbus SB A340-54-4014 Original issue dated 06 December 2012.</p> <p>Airbus SB A340-54-5002 Original issue dated 07 December 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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 04 March 2013 as PAD 13-041 for consultation until 01 April 2013. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</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 – EIAL; E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>