

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2007 - 0291</b></p> <p><b>Date: 27 November 2007</b></p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>	
AIRBUS	A340-500/-600 series aircraft	
TCDS Number: EASA A.015		
Foreign AD : Not applicable		
Supersedure : None		
<b>ATA 57</b>	<b>Wings – Leading Edge – Outboard Pylon Skin Overhang – Modification</b>	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE).	
Applicability:	AIRBUS aircraft A340-500 and A340-600 series, all certified models, all serial numbers, except those on which AIRBUS modification (mod) 53000 has been embodied in production or AIRBUS Service Bulletin (SB) A340-57-5013 Revision 01 has been embodied in service.	
Reason:	<p>During fatigue tests (EF2) on the outer wing structure of A340-600 aircraft, two cracks have been found in the bottom skin overhang, inboard and outboard of the outboard pylon, on the LH wing. The inboard crack occurred at 33 400 Simulated Flight Cycles (SFC) and the outboard crack at 35 300 SFC.</p> <p>If not corrected, this situation under limit load condition, could lead to a failed bottom skin panel 1, adjacent to an engine location, resulting in ultimate stress being exceeded in the spar boom, which constitutes an unsafe condition.</p> <p>In order to secure the design life of the wings, this Airworthiness Directive (AD) mandates a cold working of three holes per wing on either side of the bottom skin outboard pylon grow-out.</p>	
Effective Date:	11 December 2007	

Compliance:	<p>Required as indicated, unless already accomplished:</p> <p>Prior to the accumulation of the following threshold from the first flight of the aircraft, depending on the aircraft configuration, perform a cold working of the three holes on the bottom skin, inboard and outboard of the outboard pylon of each wing, in accordance with the instructions given in SB A340-57-5013 Revision 01:</p> <table border="1" data-bbox="613 478 1304 684"> <thead> <tr> <th data-bbox="613 478 883 562">Aircraft configuration</th> <th data-bbox="883 478 1304 562">Threshold in Total Flight Cycles</th> </tr> </thead> <tbody> <tr> <td data-bbox="613 562 883 625">Pre-mod 48487</td> <td data-bbox="883 562 1304 625">13 400</td> </tr> <tr> <td data-bbox="613 625 883 684">Post-mod 48487</td> <td data-bbox="883 625 1304 684">10 200</td> </tr> </tbody> </table>	Aircraft configuration	Threshold in Total Flight Cycles	Pre-mod 48487	13 400	Post-mod 48487	10 200
Aircraft configuration	Threshold in Total Flight Cycles						
Pre-mod 48487	13 400						
Post-mod 48487	10 200						
Ref. Publications:	<p>AIRBUS Service Bulletin A340-57-5013 Revision 01.</p> <p>The use of later approved revisions of this document 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 accept Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 17 October 2007 as PAD 07-186 for consultation until 31 October 2007.No comments were received during the consultation period.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point - Certification 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 SAS –Airworthiness Office – EAL E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a> .</li> </ol>						