

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 12-003 Date: 11 January 2012 Note: This Proposed Airworthiness Directive (PAD) 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.	
	In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Type 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 2010-0211R1 dated 06 December 2010.		
ATA 54	Nacelles / Pylons – Outboard Pylon Extension Fairing (PEF) / Shutter Flap – Inspection / Repair	
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:	The A340 PEF shutter flap is designed to ensure the aerodynamic continuity between the wing trailing edge and the PEF. The PEF is installed on the outboard pylons only. Operators have reported failure of the shutter flap hinge due to excessive wear of the forks and thimbles between the shutter flap and the U-floating. Additionally, one case of shutter flap missing has been experienced on an A340-200 aeroplane due to failure of the shutter flap hinge. Excessive wear on the forks and thimbles, and subsequent vibrations of the shutter flap can lead to hinge break and consequently to the loss of the shutter flap in flight, which could result on a secondary damage to the PEF. To address and correct this potential unsafe condition, EASA issued AD 2011-0211, 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. For the reasons described above, this AD retains the requirements of	

	EASA AD 2010-0211R1, which is superseded, and introduces repetitive inspections of the outboard PEF shutter flaps to enable early detection of any crack, deformation or wear. This AD also extends 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.
Effective Date:	[TBD: 14 days after final AD issue date]
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 accomplish the applicable corrective actions, in accordance with the instructions of Airbus All Operators Telex (AOT) A340-54A4011 revision 01. (2) Aeroplanes, on which both outboard pylons have been inspected in accordance with the instructions of Airbus AOT A340-54A4011 original issue, are compliant with the requirements of paragraph (1) of this AD. (3) Within 15 000 FH after accomplishment of the inspections 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. For A340-500/-600 aeroplanes: (4) Within 15 000 FH since the aeroplane first flight, or within 24 months after the effective date of this AD, 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. 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 Service Bulletin A340-54-4012 or Airbus SB A340-54-5001, as applicable to aeroplane model. (6) Accomplishment of corrective actions as required by paragraph (5) of this AD does not constitute terminating action for the repetitive inspections required by paragraphs (3) or (4) of this AD, as applicable to aeroplane model.
Ref. Publications :	Airbus AOT A340-54A4011 Revision 01 dated 07 December 2010. Airbus SB A340-54-5001 at original issue dated 07 December 2011. Airbus SB A340-54-4012 at original issue dated 23 September 2011. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks :	1. This Proposed AD will be closed for consultation on 08 February 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.
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