


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-105</p> <p>Date: 10 August 2012</p> <p>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.</p>
<p>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.</p>	
<p>Design Approval Holder's Name:</p> <p>AIRBUS</p>	<p>Type/Model designation(s):</p> <p>A340-200/-300 aeroplanes</p>
TCDS Number:	EASA.A.015
Foreign AD:	Not applicable
Supersedure:	None
ATA 92	Electric and Electronic Common Installation – Engine Pylon Integrated Drive Generator Feeders – Modification
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.
Reason:	<p>Operators have reported cases of interference between Integrated Drive Generator (IDG) feeders in engine pylons at the level of the wing/pylon interface.</p> <p>This condition, if not corrected, could lead to wear and induce loss of the associated IDG channel. It could also lead to sparks and/or hot point for a certain time. Due to the location of fuel pipe in this area, presence of flammable fluids cannot be excluded and fire may be ignited. This could result in loss of the aeroplane.</p> <p>To address this condition, Airbus developed a modification of IDG feeders to be embodied in service with Airbus Service Bulletin (SB) A340-92-4087.</p> <p>For the reason describe above, this AD requires modification of the IDG feeders by adding separators knots with lacing on the four engines and modifying one support on engine n°3.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 24 months after the effective date of this AD, modify the IDG feeders of each engine pylon in accordance with the instructions of Airbus SB A340-92-4087.
Ref. Publications:	Airbus SB A340-92-4087 at original issue dated 06 March 2012. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 07 September 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.