

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0063</p> <p>Date: 12 March 2013</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>
This AD is issued in accordance with EU748/2012, 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): A340-200/-300 aeroplanes
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 affect the safety 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 separator knots with lacing on the four engines and modifying one support on engine n°3.</p>
Effective Date:	26 March 2013

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Within 24 months after the effective date of this AD, accomplish one of the following actions, as applicable:</p> <ol style="list-style-type: none"> (1) Modify the IDG feeders of each engine pylon in accordance with the instructions of Airbus SB A340-92-4087 Revision 01. (2) For aeroplanes which have already been modified, prior to the effective date of this AD, in accordance with the instructions of Airbus SB A340-92-4087 at original issue, accomplish the additional work in accordance with the instructions of Airbus SB A340-92-4087 Revision 01.
<p>Ref. Publications:</p>	<p>Airbus SB A340-92-4087 original issue dated 06 March 2012, or Revision 01 dated 14 December 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was initially posted on 10 August 2012 as PAD 12-105 for consultation until 07 September 2012 and republished on 15 February 2013 as PAD 12-105R1 for consultation until 01 March 2013. The Comment Response Document can be found at http://ad.easa.europa.eu. 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.