


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-105R1</p> <p>Date: 15 February 2013</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>	
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 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> <p>Since issuance of EASA PAD 12-105, it was discovered that Airbus SB A340-92-4087 at original issue cannot be accomplished on pylons 2 and 3. Consequently, the accomplishment instructions of the SB have been modified by its Revision 01.</p>

	For this reason, this AD requires modification of the IDG feeders by embodiment of SB A340-92-4087 Revision 01 and requires additional work for aeroplanes which have been (partially) modified by the SB at original issue.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<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.
Ref. Publications:	<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>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 01 March 2013. 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.