


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 14-059</b></p> <p><b>Date: 28 March 2014</b></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><b>Design Approval Holder's Name:</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s):</b></p> <p>A330 and A340-200/-300 aeroplanes</p>
<p>TCDS Number: EASA.A.04, EASA.A.015</p>	
<p>Foreign AD: None</p>	
<p>Supersedure: Not applicable</p>	
<b>ATA 25</b>	<b>Equipment / Furnishings – Cockpit Instrument Panel Brackets – Inspection / Replacement</b>
<p>Manufacturer(s): Airbus (Formerly Airbus Industrie)</p>	
Applicability:	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all Manufacturer Serial Numbers (MSN) except those on which Airbus Modification 203287 has been embodied in production, and</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN.</p>
Reason:	<p>During flight tests, high stress levels have been measured on the bracket No 6 which attaches the cockpit instrument panel to the aeroplane structure, apparently introduced through the nose landing gear due to bumps on the runway. Airbus determined that the bracket does not sustain the fatigue loads during the Design Service Goal (DSG).</p> <p>This condition, if not detected and corrected, combined with failure of the horizontal beam, could lead to collapse of the cockpit panel, possibly resulting in reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus developed a program to inspect the condition of the affected cockpit instrument panel bracket No 6, and designed a stronger (reinforced titanium undrilled) bracket. The new bracket can be installed in-service through Airbus Service Bulletin (SB) A330-25-3548 or SB A340-25-4354, as applicable to aeroplane type.</p> <p>For the reasons described above, this AD requires repetitive inspections of the cockpit instrument panel bracket No 6 and, depending on findings, the</p>

	accomplishment of applicable corrective actions. This AD also provides the installation of the stronger bracket as optional terminating action for the repetitive actions required by this AD.
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> <ol style="list-style-type: none"> <li>(1) Before exceeding 17 200 flight cycles (FC) since aeroplane first flight, or before exceeding 17 200 FC by a bracket No 6 since installation on an aeroplane, as applicable, or within 500 FC after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 2 600 FC, accomplish a detailed inspection of the cockpit instrument panel bracket No 6 in accordance with instructions of Airbus SB A330-25-3538 or SB A340-25-4351, as applicable to aeroplane type.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, the bracket No 6 is found cracked, but both bracket lugs are not fully broken, within 2 600 FC after the inspection as required by paragraph (1) of this AD, replace the bracket No 6 with a serviceable part in accordance with instructions of Airbus SB A330-25-3538 or SB A340-25-4351, as applicable to aeroplane type.</li> <li>(3) If, during any inspection as required by paragraph (1) of this AD, the bracket No 6 is found cracked with both bracket lugs fully broken, before next flight, accomplish a detailed inspection of the cockpit instrument panel bracket No 7 in accordance with instructions of Airbus Service Bulletin (SB) A330-25-3538 or SB A340-25-4351, as applicable to aeroplane type.</li> <li>(4) If, during an inspection as required by paragraph (3) of this AD, the bracket No 7 is not found cracked, before next flight, replace the bracket No 6 and bracket No 7 with serviceable parts in accordance with instructions of Airbus SB A330-25-3538 or SB A340-25-4351, as applicable to aeroplane type.</li> <li>(5) If, during an inspection as required by paragraph (3) of this AD, the bracket No 7 is found cracked, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish the repair accordingly. If no compliance time is defined in the repair instructions, accomplish the repair before next flight.</li> <li>(6) Replacement of bracket No 6 on an aeroplane, as required by paragraph (2) or (4) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD.</li> <li>(7) Modification of an aeroplane in accordance with Airbus SB A330-25-3548 or SB A340-25-4354, as applicable to aeroplane type, constitutes terminating action for the repetitive inspection required by paragraphs (1) of this AD for that aeroplane.</li> </ol>
Ref. Publications:	<p>Airbus SB A330-25-3538 original issue dated 13 September 2013, or Revision 01 dated 31 January 2014.</p> <p>Airbus SB A330-25-3548 original issued dated 31 October 2013.</p> <p>Airbus SB A340-25-4351 original issue dated 13 September 2013, or Revision 1 dated 31 January 2014.</p> <p>Airbus SB A340-25-4354 original issued dated 31 October 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 25 April 2014.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information</li> </ol>

	<p>Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</p>
--	---