

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0127</b></p> <p><b>Date: 15 May 2014</b></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>	
<p>This AD is issued in accordance with EU 748/2012, 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].</p>		
<p><b>Design Approval Holder's Name:</b> AIRBUS</p>		<p><b>Type/Model designation(s):</b> A330 and A340-200/-300 aeroplanes</p>
TCDS Number:	EASA.A.04, EASA.A.015	
Foreign AD:	None	
Supersedure:	Not applicable	
<b>ATA 25</b>	<b>Equipment / Furnishings – Cockpit Instrument Panel Brackets – Inspection / Replacement</b>	
Manufacturer(s):	Airbus (Formerly Airbus Industrie)	
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:	29 May 2014
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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 28 March 2014 as PAD 14-059 for consultation until</li> </ol>

	<p>25 April 2014. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</p> <ol style="list-style-type: none"><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li></ol>
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