European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2020-0248
[Correction: 17 November 2020]

Issued: 11 November 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A340 aeroplanes

Effective Date: 25 November 2020
TCDS Number(s): EASA.A.015
Foreign AD: Not applicable
Supersedure: None

ATA 27 – Flight Controls – Backup Control Module – Modification

ATA 28 – Fuel – Fuel Control and Monitoring Computer – Modification

ATA 31 – Indicating / Recording Systems – Flight Warning Computer – Modification

ATA 32 – Landing Gear – Braking and Steering Control Unit – Modification / Replacement

ATA 57 – Wings – Leading Edge Overhang – Reinforcement

Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A340-541 and A340-642 aeroplanes, manufacturer serial numbers (MSN) 371, 383, 464, 624, 628, 698, 775 and 779.

Definitions:
For the purpose of this AD, the following definitions apply:

SB1: Airbus Service Bulletin (SB) A340-32-5107.
SB2: Airbus SB A340-31-5043.
SB3: Airbus SB A340-27-5049.

SB4: Airbus SB A340-28-5048 Revision 01.
SB5: Airbus SB A340-53-5038.
SB6: Airbus SB A340-57-5023.

The TD: Airbus Technical Disposition (TD) 70540014/005/2010.

Reason:

For some Airbus modification SBs, it was initially decided to accomplish fleet monitoring campaigns for accomplishment of those SBs in service, with no issuance of any AD. Following the end of these campaigns, it was determined that a limited number of aeroplanes had not been modified.

This condition, if not detected and corrected, could lead to an unsafe condition.

To address this condition, it was decided to require accomplishment of the modifications in those SBs on aeroplanes that did not embody them.

For the reason described above, this AD requires accomplishment of the actions specified in each related SB, as applicable.

This AD has been republished to correct the Applicability by removing aeroplane models which are not associated with an affected aeroplane MSN.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Modifications:

(1) For MSN 371, MSN 624, MSN 628, MSN 698, MSN 775 and MSN 779: Within 12 months after the effective date of this AD, introduce S3e software for braking and steering control units in accordance with the instructions of SB1.

(2) For MSN 383: Within 12 months after the effective date of this AD, install 9 fasteners at frame 39.1 STR 29 in accordance with the instructions of the TD.

(3) For MSN 464: Within 12 months after the effective date of this AD, install Flight Warning Computer standard T3 (or later standard) in accordance with the instructions of SB2.

(4) For MSN 464, MSN 624, MSN 628, MSN 698 and 775: Within 12 months after the effective date of this AD, install a new backup control module in accordance with the instructions of SB3.

(5) For MSN 779: Within 12 months after the effective date of this AD, update the Fuel Control and Monitoring Computer (FCMC) software standard to FL10 (or later standard) in accordance with the instructions of SB4.

(6) For MSN 779: Before exceeding 5 000 FC since aeroplane first flight, install an additional rivet row at longitudinal butt joint C56-C56.1 in accordance with the instructions of SB5.

(7) For MSN 779: Within 12 months after the effective date of this AD, reinforce the leading edge overhang with additional carbon fiber reinforced polymer-PLIES on spoilers 1 to 6 inclusive on the RH and LH sides, in accordance with instructions of SB6.

Ref. Publications:

Airbus SB A340-27-5049 original issue dated 03 April 2010.

Airbus SB A340-28-5048 Revision 01 dated 28 April 2010.

Airbus SB A340-31-5043 original issue dated 02 February 2010, or Revision 01 dated 22 November 2010.

Airbus SB A340-32-5107 original issue dated 21 October 2011.

Airbus SB A340-53-4117 original issue 09 March 1999, or Revision 01 dated 15 February 2001.

Airbus SB A340-53-5038 original issue dated 10 August 2007.

Airbus SB A340-57-5023 original issue dated 25 June 2008, or Revision 01 dated 21 November 2008.

Airbus TD 70540014/005/2010 original issue dated 30 May 2014.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 23 September 2020 as PAD 20-145 for consultation until 21 October 2020. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – IIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.