




## 適航指令發布單

## Airworthiness Directive Issuance Form

民航局AD編號 AD Number	CAA-2015-07-007	發布日期 Date issued	2015/7/14
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers.		
主旨摘要	Power Plant – Forward Engine Mount Thrust Link Clevis Assembly – Life Limit		
民航局 CAA  <input type="checkbox"/> 本國產品 Native products  <input type="checkbox"/> 其他個案 Other	設計國民航主關機構 Original Authorities <input type="checkbox"/> FAA <input type="checkbox"/> Germany LBA <input checked="" type="checkbox"/> EASA <input type="checkbox"/> CAA-NL <input type="checkbox"/> Brazil <input type="checkbox"/> UK CAA <input type="checkbox"/> Transport Canada Civil Aviation <input type="checkbox"/> Japan CAB <input type="checkbox"/> DGAC <input type="checkbox"/> CAA of Israel <input type="checkbox"/> Other _____		
	設計國AD編號 Original AD number	2015-0138	
	1. 直接採用原AD之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) ____ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將AD執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)		
備註 Note	ATA 71. Ref. Publications: Airbus SB A340-71-4008 original issue, dated 24 February 2015.		
註： 1. AD內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail：adcaa@mail.caa.gov.tw Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail：adcaa@mail.caa.gov.tw			

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD No.: 2015-0138</b>
	<b>Date: 10 July 2015</b> <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 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A340-200/-300 aeroplanes
TCDS Number: EASA.A.015	
Foreign AD: Not applicable	
Supersedure: None	
<b>ATA 71</b>	<b>Power Plant – Forward Engine Mount Thrust Link Clevis Assembly – Life Limit</b>
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>Additional fatigue load analysis and tests have been performed on engine mounts installed on A340 aeroplanes fitted with CFM56-5C engines. The results concluded that the forward engine mount thrust link clevis assembly should be subject to a design life limit, which was established at 20 000 flight cycles (FC). Further investigation results confirmed that, due to transferability of this part, the above design life limit could be exceeded in service.</p> <p>This condition, if not corrected, could lead to loss of the forward engine mount primary load path and consequent engine detachment from the aeroplane, possibly resulting in damage to the aeroplane and/or injury to persons on the ground.</p> <p>To address this condition, Airbus issued Service Bulletin (SB) A340-71-4008 to provide instructions for the replacement of the forward engine mount thrust link clevis assembly.</p> <p>For the reason described above, this AD requires determination of the accumulated FC since first installation of each forward engine mount thrust link clevis assembly, and replacement of assemblies that have exceeded the new design life limit. This AD also introduces implementation of the design life limit for the forward engine mount thrust link clevis assembly.</p>

Effective Date:	24 July 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 12 months after the effective date of this AD, identify each forward engine mount thrust link clevis assembly by serial number (s/n) and determine its accumulated FC since first installation on an aeroplane in accordance with the instructions of Airbus SB A340-71-4008.  For a forward engine mount thrust link clevis assembly for which the s/n and/or the accumulated FC since first installation on an aeroplane cannot be determined, calculate an estimated figure of the accumulated FC by using the methodology described in Airbus SB A340-71-4008.</li> <li>(2) As a result of the determination as required by paragraph (1) of this AD, before a forward engine mount thrust link clevis exceeds 20 000 FC since first installation on an aeroplane, or within 23 months after the effective date of this AD, whichever occurs later, replace that forward engine mount thrust link clevis assembly with a serviceable part, in accordance with the instructions of Airbus SB A340-71-4008.  Note: For the purpose of this AD, a serviceable forward engine mount thrust link clevis assembly is a part that has not exceeded 20 000 FC since first installation on an aeroplane.</li> <li>(3) From the effective date of this AD, it is allowed to install a forward engine mount thrust link clevis assembly on an aeroplane, provided it is a serviceable part (see Note).</li> <li>(4) From the effective date of this AD, except as specified in paragraphs (1) and (2) of this AD, before exceeding 20 000 FC since first installation of a forward engine mount thrust link clevis assembly on an aeroplane, replace that forward engine mount thrust link clevis assembly with a serviceable part (see Note).</li> </ol>
Ref. Publications:	<p>Airbus SB A340-71-4008 original issue, dated 24 February 2015.</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"> <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 03 June 2015 as PAD 15-077 for consultation until 01 July 2015. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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>