



## Airworthiness Directive

**AD No.:** 2017-0195R1

**Issued:** 12 September 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 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 (EC) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A340 aeroplanes

**Effective Date:** Revision 1: 19 September 2018  
Original issue: 18 October 2017

**TCDS Numbers:** EASA.A.015

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2017-0195 dated 04 October 2017, which superseded EASA AD 2011-0174 dated 08 September 2011.

## ATA 78 – Exhaust – Thrust Reverser Outer Fixed Structure – Inspection / Replacement

### 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.

### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A340-78-4050.

**Affected T/R:** Thrust reverser (T/R) halves with HEXCEL chromic acid anodized (CAA) outer fixed structure (OFS) panels, identified as batches 1, 2, 3 and 4 in Table 1 of this AD.

### Reason:

During inspection of an inner fixed structure (IFS) panel on an engine T/R, an OFS panel was found disbonded. Further investigations indicated that the panel core was made of Alcore and investigations by Aircelle, the T/R manufacturer, resulted in the identification of a batch of T/R



halves (C-ducts), potentially containing Alcore panels and initially assumed to be made of Hexcel core only.

This condition, if not corrected, can lead to the in-flight loss of the common nozzle assembly, possibly resulting in damage to the aeroplane and/or injury to persons on the ground.

To address this potential unsafe condition, Airbus identified the affected T/R batches and issued SB A340-78-4041 to provide the necessary instructions, and EASA issued AD 2011-0174 to require identification and inspection of the affected T/R components and, depending of findings, accomplishment of applicable correctives actions. That AD identified certain T/R halves, identified by serial number (s/n) in the Appendix of that AD, as not affected.

Since that AD was issued, new cases were found of disbonding on some OFS panels, where the core was made of Hexcel CAA honeycomb . This led to the determination that additional s/n T/R components, identified as batch 1 and batch 4, were also affected. Furthermore, the T/R which were considered as not affected by EASA AD 2011-0174, are now affected by this AD. In addition, a new fleet plan dedicated to HEXCEL CAA disbonding indicated that the inspection threshold value could be extended. Prompted by these findings, Airbus published the SB to provide a new list of affected parts and new compliance times.

For the reasons described above, EASA issued AD 2017-0195, retaining the requirements of EASA AD 2011-0174, which was superseded, and requiring tap testing of OFS of all affected T/R and, depending on findings, accomplishment of applicable corrective action(s). That AD also provided conditional credit for certain actions accomplished using the instructions of Airbus SB A340-78-4041.

Since that AD was issued, it was determined that certain batch 4 T/R are actually not affected T/R. This AD is revised accordingly, deleting some affected T/R from batch 4. This AD also contains some editorial changes to meet the current AD writing standards, without affecting the requirements.

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

Required as indicated, unless accomplished previously:

Notes 1 and 2: [Deleted – see section Definitions of this AD]

Table 1 – Affected T/R Halves

Batch	Rohr Industries Inc. s/n	Corresponding Aircelle s/n
1	7 to 118 inclusive	3001 to 3059 inclusive
2	0383001 to 0410001 inclusive	3191 to 3204 inclusive
3	0679001 to 1036001 inclusive	3341 to 3524 inclusive
4	1401001 to 3419001 inclusive, except 1409001, 1410001, 1423001, 1439001, 1603001 and 1604001	3714 to 4010 inclusive, except 3718 Left Hand (LH) and Right Hand (RH), 3725 (LH), 3733 (LH) and 3818 (LH) and (RH)



**Inspection:**

- (1) After accumulating 11 000 flight cycles (FC) and before exceeding the compliance time specified in Table 2 of this AD, as applicable, accomplish a tap test of the OFS of the affected T/R in accordance with the instructions of the SB.

Table 2 – T/R OFS Tap Test (see Note 3 of this AD)

T/R Batch	Compliance Time
1	14 700 FC
2	12 800 FC
3	12 800 FC
4	14 700 FC

Note 3: The number of FC specified in this AD are those accumulated by a T/R half since first installation (new) on an aeroplane.

**Special Inspection for T/R Batches 2 and 3:**

- (2) For T/R that were tap tested before 18 October 2017 [the effective date of this AD at original issue] in accordance with the instructions of Airbus SB A340-78-4041 when the T/R had accumulated less than 11 000 FC, after accumulating 11 000 FC and before the T/R exceeds 19 000 FC (see Note 3 of this AD), accomplish a tap test of the OFS of the T/R in accordance with the instructions of the SB.

**Corrective Action(s):**

- (3) If, during the tap test as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy as defined in the SB is identified, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

**Conditional Credit for T/R Batches 2 and 3:**

- (4) Tap test of an affected T/R and, depending on finding(s), corrective action(s), accomplished before 18 October 2017 [the effective date of this AD at original issue] in accordance with the instructions of Goodrich Aerostructures Group All Operators Letter (AOL) PUB0001714 Revision 01, or the instructions of CFM International SB No. CFM56-5C 78-0093 (Rohr Industries Inc. SB RA34078-93), or Airbus SB A340-78-4041, as applicable, are acceptable to comply with the requirements of paragraph (1) of this AD for that T/R, provided the tap test was accomplished before exceeding 12 800 FC, but not earlier than 11 000 FC.

**Part(s) Installation:**

- (5) From 18 October 2017 [the effective date of this AD at original issue], installation of an affected T/R on aeroplane is allowed, provided that, prior to installation, it has passed (no discrepancies found) a tap test in accordance with the instructions of the SB, or CFM International SB No. CFM56-5C 78-0102 (Rohr Industries Inc. SB No. RA34078-102); or, following installation, the T/R is tap tested and corrected as required by this AD.

**Ref. Publications:**

Airbus SB A340-78-4041 original issue dated 22 April 2011.



Airbus SB A340-78-4050 original issue dated 29 August 2017.

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

Goodrich AOL PUB0001714 Revision 01 dated 13 September 2010.

CFM International SB No. CFM56-5C 78-0093 Revision 2 dated 02 June 2017.

CFM International SB No. CFM56-5C 78-0102 original issue dated 06 June 2017.

Rhor Industries Inc. SB No. RA34078-93 Revision 2 dated 02 June 2017.

Rhor Industries Inc. SB No. RA34078-102 original issue dated 06 June 2017.

#### Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).



Appendix 1 – Parts from batch 2 and 3 T/R Halves, previously not affected by EASA AD 2011-0174  
and affected by this AD  
(for information only)

<b>Rhor Industries Inc. s/n</b>	<b>Aircelle s/n</b>	<b>T/R Half, RH or LH</b>
0390001	3194	RH
0694001	3348	RH
0708001	3355	RH
0781001	3394	LH
0782001	3394	RH
0786001	3396	RH
0819001	3414	LH
0820001	3414	RH
0821001	3415	LH
0826001	3417	RH
0855001	3442	LH
0939001	3475	LH
0943001	3477	LH
0980001	3496	RH

