



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-098

Issued: 18 July 2018

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

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 date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A340 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Numbers: EASA.A.015

Foreign AD: Not applicable

Supersedure: None

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) A340-78-4052.

Affected TR: Thrust Reverser units (TR), having a serial number (s/n) as listed in RHOR Service Bulletin (SB) RA78-0103, if ROHR SB RA34078-75 has been embodied, **or** if repaired in accordance with the instructions of ROHR SB RA34078-93, except those marked with letter “-P” on the TR name plate after the RHOR SB RA34078-75 or SB RA34078-93 accomplishment.



Groups: Group 1 aeroplanes are those that have an affected TR installed. Group 2 aeroplanes are those that do not have an affected TR installed.

Reason:

During an inspection, several outer fixed structure (OFS) panels of an engine TR were found disbonded. It was identified that the panels were made of Hexcel Chromic Acid Anodized (CAA) Core. It was determined that all OFS panels, where the core was made of Hexcel CAA Honeycomb can be affected. This led to a determination of a previous batch of s/n TR with OFS panels made of Hexcel CAA required to be inspected by EASA AD 2017-0195. The OFS panels, where the core was made of Hexcel Phosphoric Acid Anodized (PAA) are not affected by this disbonding phenomenon. Consequently, all panels which are in post-Airbus SB A340-78-4032 (Rohr SB RA34078-75) configuration, and all TR that were repaired in accordance with the instructions of Airbus SB A340-78-4041 (Rohr SB RA34078-93), having a Hexcel CAA core OFS panel installed can also be affected by this issue. The TR that were installed in accordance with instructions of Airbus SB A340-78-4032 (Rohr SB RA34078-75) or were repaired in accordance with the instructions of Airbus SB A340-78-4041 (Rohr SB RA34078-93), having a Hexcel PAA core OFS panel installed with letter “-P” on the T/R name plate, are not affected.

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 issued the SB to provide inspection instructions for the affected T/R.

For the reasons described above, this AD requires one or more tap test inspections of each affected T/R and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) For Group 1 aeroplanes: Within the compliance times specified in the SB, depending on the FC accumulated by a TR since embodiment of Rohr SB RA34078-75, or since accomplishment of a repair in accordance of the instructions of Rohr SB RA34078-93, as applicable, accomplish tap test inspection(s) of the OFS in accordance with the instructions of the SB.
- (2) For Group 1 aeroplanes for which the FC accumulated since embodiment of Rohr SB RA34078-75, or since accomplishment of a repair in accordance of the instructions of Rohr SB RA34078-93, as applicable, cannot be determined, within 90 days after the effective date of this AD, contact UTAS to determine the FC for compliance with paragraph (1) of this AD.

Corrective Action(s):

- (3) If, during any tap test inspection as required by paragraph (1) of this AD, 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.



Part(s) Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, installation on any aeroplane of an affected TR is allowed, provided that, prior to installation, the part has passed (no discrepancies found) a tap test inspection in accordance with the instructions of the SB; or that, following installation, the affected TR is tap tested and, depending on findings, corrected as required by this AD.

Ref. Publications:

Airbus SB A340-78-4052 original issue dated 08 June 2018.

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

RHOR SB RA34078-103 original issue date 28 May 2018.

Remarks:

1. This Proposed AD will be closed for consultation on 15 August 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.

