


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 06 - 222</p> <p>Date: 08 September 2006</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS SAS		A340-200/-300 series
TCDS Number : EASA A.015		
Foreign AD : None		
Supersedure : DGAC AD F-1994-055-006(B) R2		
ATA 78	Exhaust - Thrust Reverser "J-Ring" at 3 and 9 o'clock beam - Modification	
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>AIRBUS A340 aircraft, models -211, -212, -311 and -312, all serial numbers, except for those on which AIRBUS modification 42445 has been embodied in production or AIRBUS Service Bulletin (SB) A340-78-4031 in service.</p> <p>This applicability is established considering that the aircraft have not been subject to any replacement of the thrust reverser since delivery or AIRBUS SB A340-78-4031 embodiment. It is the responsibility of the operator to check that its aircraft is in compliance with the present Airworthiness Directive (AD)</p>	
Reason:	<p>During a shop inspection on thrust reverser J-Rings, two cases of cracks were found at 3 and 9 o'clock junction.</p> <p>It has been confirmed later that these thrust reversers have been modified in accordance with mandatory AIRBUS SB A340-78-4002 required by DGAC AD F-1994-055-006(B) R2 (reinforcement of junction between the 3/9 o'clock beam assembly and the forward "J" ring).</p> <p>Further investigations identified an improper application of AIRBUS SB A340-78-4002 due to misleading instructions as the root cause of these cracks.</p> <p>This situation, if not corrected, could lead to the rupture of J-Ring resulting in the loss of the Common Nozzle Assembly and the thrust</p>	

	<p>reverser system and thus causing damage to the aircraft and/or hazard to persons on the ground.</p> <p>In order to restore the full life of the thrust reversers, this AD mandates the following modification which consists in introducing a J-Ring reinforced by material change on the CFM thrust reverser 3 and 9 o'clock beams.</p>
Effective Date:	Proposed: 10 days after final AD issue date
Compliance:	<p>Unless already accomplished,</p> <p>1. For aircraft which have not received application of AIRBUS SB A340-78-4002 (ROHR SB RA34078-21) in service :</p> <p>Before the thrust reverser has accumulated 6000 flight cycles (FC) since new, modify all affected thrust reversers in accordance with the instructions given in AIRBUS SB A340-78-4031 Revision 01.</p> <p>2. For aircraft which have received application of AIRBUS SB A340-78-4002 (ROHR SB RA34078-21) in service :</p> <p>At the next thrust reverser shop visit after the effective date of this AD or before accumulation of 10,500 FC following AIRBUS SB A340-78-4002 (ROHR SB RA34078-21) implementation, whichever occurs first, modify all affected thrust reversers in accordance with the instructions given in AIRBUS SB A340-78-4031 Revision 01.</p>
Ref. Publications:	AIRBUS Service Bulletin A340-78-4031 Revision 01 or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The closing date for comments is 20 September 2006. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – Airworthiness Office - EAL Fax: +33 5 61 93 45 80.