	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-020</b>	Distribution: <b>B</b>	Issue date: <b>February 04, 2004</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France  GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>
<b>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.</b>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>2002-512 original issue</b>		
Person in charge of airworthiness: <b>AIRBUS</b>		Type(s): <b>A340-200/-300 aircraft</b>		
Type certificate(s) No. <b>183</b> TCDS No <b>183</b>				
ATA chapter: <b>78</b>	Subject: <b>Exhaust - Thrust Reverser - J-Ring structural inspection</b>			

**1. EFFECTIVITY:**

AIRBUS A340 aircraft, models -211, -212, -213, -311, -312 and -313, all serial numbers.

**2. REASONS:**

During fatigue and damage tolerant tests of CFM56-5C engine thrust reverser (T/R) cracks were found on the J-Ring.

This situation, if not corrected, could lead to the rupture of JRing resulting in the loss of the Common Nozzle Assembly and/or the T/R system.

To detect and correct fatigue cracking, Airworthiness Directive (AD) 2002-512 was issued requiring an inspection task before accumulation of 6 666 FC of the T/R J-Ring and corrective actions if necessary.


Cracks have been noticed on some T/R JRings having accumulated less than 6666FC. This AD is issued to require inspection of T/R at new threshold and intervals indicated in paragraph 3.

**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

Following actions are rendered mandatory from the effective date of this AD:

Unless already accomplished,

- 3.1. Before accumulation of 3 000 flights cycles (FC) of the T/R since new or within 800 flight hours (FH) or 175 FC following the effective date of this AD, whichever occurs later, perform an inspection of the T/R J-Ring structure at 12 o'clock and 6 o'clock positions in accordance with CFM Service Bulletin (SB) 78-A0072 Revision 2/ROHR SB RA34078-72 Revision 2.

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3.2. If no crack(s) detected, repeat the above inspection at intervals not exceeding 175 FC or 800 FH of the T/R, whichever occurs first.

3.3. If crack(s) detected at 12 o'clock:

Before the next flight,

- rework the T/R in accordance with SB CFM 78-A0073 Revision 1/BS ROHR RA34078-73 Revision 1 and continue inspection only at 6 o'clock in accordance with SB CFM 78-A0072 Revision 2/SB ROHR RA34078-72 Revision 2,

or,

- replace the T/R and contact AIRBUS or CFM representative.

3.4. If crack(s) detected at 6 o'clock:

before the next flight, replace the T/R and contact AIRBUS or CFM representative.

**Note:** In case of installation of a spare T/R having accumulated more than 3000FC since new, unit must have been inspected according to VSB CFM Service Bulletin (SB) 78-A0072 Revision 2 / ROHR SB RA34078-72 Revision 2 prior installation and is subject to repetitive inspections defined in § 3.2 and to corrective actions defined in § 3.3. and § 3.4.

**4. REFERENCE PUBLICATIONS:**

Service Bulletin CFM 78-A0072 Revision 2  
Service Bulletin ROHR RA34078-72 Revision 2  
Service Bulletin CFM 78-A0073 Revision 1  
Service Bulletin ROHR RA34078-73 Revision 1.

**5. EFFECTIVE DATE:**

February 14, 2004.

**6. REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:  
AIRBUS - Gérard MEUREY - Fax : 33 5 61 93 45 80.

**7. APPROVAL:**

This AD is approved under EASA reference No 2004-754 dated January 28, 2004.

SUPERSEDED BY EASA AD 2009-0056