


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0210</p> <p>Date: 03 December 2008</p> <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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A340-200/-300 aircraft</p>
TCDS Number :	EASA.A.015
Foreign AD :	Not applicable
Supersedure :	This AD supersedes DGAC AD 2002-625 (B) R1 dated 01 October 2003
ATA 78	Exhaust - Separation of Inner Fixed Structure (IFS) Panels- Temperature Monitoring / Modification
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	<p>AIRBUS A340 aircraft, models -211, -212, -213, -311, -312 and -313, all serial numbers fitted with CFMI thrust reversers from serial number (S/N) 0467001 (3234) to S/N 1726001 (3881) inclusive.</p> <p>This Airworthiness Directive (AD) is not applicable to aircraft on which the IFS of all thrust reversers, left-hand (LH) and right-hand (RH), have accomplished AIRBUS Service Bulletin (SB) A340-78-4025 in service or have embodied AIRBUS modification 49814 in production.</p>
Reason:	<p>Alerted by a drop in nacelle temperature or deployment of the thrust reverser pressure relief (blow-out) door observed on the ground, several operators have found, further to a detailed inspection, separation of the IFS inner skin and tearing of the thermal insulation.</p> <p>These defects, due to an adhesion failure between the inner skin and the honeycomb of the IFS, lead to air exchanges between the secondary airflow and the fire zone located around the hot parts of the engine.</p> <p>If not corrected, this situation could affect the fire extinguishing capability in the fire zone, which would constitute an unsafe condition.</p> <p>DGAC AD 2001-270(B) required monitoring of the nacelle temperature for the 3 groups of operators (Hot and Wet, Hot and Continental) and a terminal action which consisted in modifying the IFS panels of all the thrust reversers at the thresholds given for the first 2 groups only.</p> <p>The aim of Revision 1 of DGAC AD 2001-270(B) was to add two new A340</p>

	<p>operators and to introduce AIRBUS SB A340-78-4025 dealing with the IFS panel preventive modification.</p> <p>DGAC AD 2002-625(B) took over the requirements of DGAC AD 2001-270(B) R1 and introduced the following:</p> <ul style="list-style-type: none"> - an alternative solution to the daily control program of nacelle temperature monitoring, - the mandatory modification of the IFS panels for group 3 "Continental", - definition of the applicable thresholds for monitoring the nacelle temperature and the mandatory modification of the IFS panels in case of transfer from one group to another, - revision of the limit date for the introduction of IFS panels preventive modification for aircraft of group 2, - a calendar limit date for introduction of the modification on all IFS panels, - Reduction of affected thrust reversers' batch limited to components having ALCORE system. <p>The aim of the DGAC AD 2002-625(B) Revision 1 was to extend the thresholds of the preventive modification of the group 3 (§ 3.3) and the thresholds of the transfer from group 3 to group 1 or 2 (§ 3.4.1).</p> <p>This EASA AD, which supersedes DGAC AD 2002-625(B) R1, retains its requirements and extends the calendar limit date for accomplishment of the modification on all IFS panels (§3.5).</p> <p>For aircraft already compliant with DGAC AD 2002-625(B) R1, no further action is required by this AD.</p>
Effective Date:	17 December 2008
Required action(s) and Compliance Time(s):	<p>Required as indicated:</p> <p>1. <u>Definition of the operating conditions</u></p> <p>Define the assignment of the aircraft to one of the following three groups:</p> <ul style="list-style-type: none"> - GROUP 1: aircraft for which the operating base is located in a "HOT AND WET" environment. - GROUP 2: aircraft for which the operating base is located in a "HOT" environment. - GROUP 3: aircraft for which the operating base is located in a "CONTINENTAL" environment. <p>Note 1: For aircraft group definition, refer to SB A340-78-4024 R2 and/or A340-78-4025 R1 where operator and group are respectively defined. Both SBs will be regularly revised to reflect any group evolution.</p> <p>In case of doubt concerning the group assignment, contact AIRBUS.</p> <p>2. <u>Nacelle temperature monitoring</u></p> <p>2.1. For aircraft of GROUP 1 (as defined in paragraph 1. of this AD):</p> <ul style="list-style-type: none"> - before accumulation for this thrust reverser of 10 000 flight hours (FH) or 3 000 flight cycles (FC) since the first installation on an aircraft whichever occurs first, or - before next flight from 31 July 2001 (effective date of AD 2001-270(B) at original issue), <p>whichever occurs last, introduce the control program to monitor the nacelle temperature on a daily basis, the inspections and associated corrective</p>

actions, in accordance with the instructions given in AIRBUS SB A340-78-4024 R1.

2.2. For aircraft of GROUP 2 (as defined in paragraph 1. of this AD):

- before accumulation for this thrust reverser of 15 000 FH or 4 500 FC since the first installation on an aircraft, whichever occurs first, or
- before next flight from 31 July 2001 (effective date of AD 2001-270(B) at original issue),

whichever occurs last, introduce the control program to monitor the nacelle temperature on a daily basis, the inspections and associated corrective actions, in accordance with the instructions given in AIRBUS SB A340-78-4024 R1.

2.3. For aircraft of GROUP 3 (as defined in paragraph 1. of this AD):

- before accumulation for this thrust reverser of 15 000 FH or 4 500 FC since the first installation on an aircraft, whichever occurs first, or
- before next flight from 31 July 2001 (effective date of AD 2001-270(B) at original issue)

whichever occurs last, introduce the control program to monitor the nacelle temperature on a daily basis, the inspections and associated corrective actions, in accordance with the instructions of AIRBUS SB A340-78-4024 R1.

2.4. Following actions are considered as an equivalent solution to the control program to monitor the nacelle temperature on a daily basis required by paragraphs 2.1., 2.2. and 2.3. above:

- Recording of temperature:
 - record the nacelle temperature on a daily basis,
 - monitor and analyse the nacelle temperature at intervals not exceeding 3 days,
 - inspect the thrust reverser within 4 days after the day when initial temperature drop was observed,

in accordance with the instructions given in AIRBUS SB A340-78-4024 R1.
- Inspection of the pressure relief doors:
 - inspect the pressure relief doors of thrust reversers during each pre-flight check,
 - if a thrust reverser pressure relief door has been found open, inspect the thrust reverser before next flight in accordance with the instructions given in AIRBUS SB A340-78-4024 R1.

2.5. If damage is found on the IFS, in addition to the required corrective actions, report the inspection results to AIRBUS.

2.6. Transfer from group 1 to group 2 or 3:

Apply the nacelle temperature monitoring instructions defined in § 2.1. of this AD.

2.7. For all other transfers:

By applying the lower threshold of the two groups, introduce the control program to monitor the nacelle temperature on a daily basis, the inspections and associated corrective actions, in accordance with the instructions of AIRBUS SB A340-78-4024 R1.

3. Preventive modification of the IFS

3.1. For aircraft listed in GROUP 1 (as defined in paragraph 1. of this AD), unless already accomplished:

- before the thrust reverser accumulates 10 000 FH or 3 000 FC since the first installation on an aircraft, whichever occurs first, or

- before 31 July 2002,

whichever occurs last, modify the IFS panels of all thrust reversers, LH and RH, from S/N 0467001 (3234) to S/N 1726001 (3881) inclusive, in accordance with the instructions given in AIRBUS Service Bulletin A340-78-4025.

This action cancels the requirements of paragraph 2.1. of this AD (nacelle temperature monitoring).

3.2. For aircraft of GROUP 2 (as defined in paragraph 1. of this AD), unless already accomplished:

- before the thrust reverser accumulates 20 000 FH or 6 000 FC since the first installation on an aircraft, whichever occurs first, or

- before 31 December 2003,

whichever occurs last, modify the IFS panels of all the thrust reversers, LH and RH, from S/N 0467001 (3234) to S/N 1726001 (3881) inclusive, in accordance with the instructions given in AIRBUS SB A340-78-4025.

This action cancels the requirements of paragraph 2.2 of this AD (nacelle temperature monitoring).

3.3. For aircraft listed in GROUP 3 (as defined in paragraph 1 of this AD), unless already accomplished:

- before the thrust reverser accumulates 45 000 FH or 13 500 FC since the first installation on an aircraft, whichever occurs first, or

- before 31 December 2003,

whichever occurs last, modify the IFS panels of all the thrust reversers, LH and RH, from S/N 0467001 (3234) to S/N 1726001 (3881) inclusive, in accordance with the instructions given in AIRBUS SB A340-78-4025.

This action cancels the requirements of paragraph 2.3 of this AD (nacelle temperature monitoring).

3.4. Cases of transfer from one group to another:

3.4.1. Transfer from group 3 to group 1 or 2:

- before the thrust reverser accumulates 45 000 FH or 13 500 FC, since the first installation on an aircraft, whichever occurs first, or

- within 18 months following the group transfer,

whichever occurs first, modify the IFS panels of all the thrust reversers, LH and RH, from S/N 0467001 (3234) to S/N 1726001 (3881) inclusive, in accordance with the instructions given in AIRBUS SB A340-78-4025.

3.4.2. Transfer from group 2 to group 1:

- before the thrust reverser accumulates 20 000 FH or 6 000 FC since the first installation on an aircraft, whichever occurs first, or

- within 18 months following the group transfer,

whichever occurs first, modify the IFS panels of all the thrust reversers, LH and RH, from S/N 0467001 (3234) to S/N 1726001 (3881) inclusive, in accordance with the instructions given in AIRBUS SB A340-78-4025.

3.4.3. For all other transfers:

By applying the lower threshold of the two groups, modify the IFS panels of

	<p>all the thrust reversers, LH and RH, from S/N 0467001 (3234) to S/N 1726001 (3881) inclusive, in accordance with the instructions given in AIRBUS SB A340-78-4025.</p> <p>3.5. Maximum calendar limit for modifying all IFS panels:</p> <p>Whilst also complying with the thresholds specified in paragraphs 3.1., 3.2., 3.3. and 3.4., modify the IFS panels of all thrust reversers, LH and RH, from S/N 0467001 (3234) to S/N 1726001 (3881) inclusive, in accordance with the instructions given in AIRBUS SB A340-78-4025, at the latest before 31 December 2010.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A340-78-4024 R1; AIRBUS Service Bulletin A340-78-4025.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, 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, E-mail: airworthiness.A330-A340@airbus.com .