


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0056</p> <p>Date: 11 March 2009</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 AD. 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>	
Type Approval Holder's Name :	Type/Model designation(s) :
AIRBUS	A340-200/-300 aeroplanes
TCDS Number : EASA.A.015	
Foreign AD : Not applicable	
Supersedure: DGAC France AD F-2004-020 dated 04 February 2004 approved under EASA reference No. 2004-754.	
ATA 78	Exhaust - Thrust Reverser "J-Ring" at 6 and 12 o'clock Beam - Inspection
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	<p>AIRBUS A340 aeroplanes, models -211, -212, -213, -311, -312 and -313, all serial numbers, except those on which:</p> <ul style="list-style-type: none"> - both AIRBUS modifications (MOD) 50998 and 55902 have been embodied in production, or - both AIRBUS Service Bulletin (SB) A340-78-4029 and SB A340-78-4033 have been embodied in service.
Reason:	<p>During fatigue and damage tolerant tests of CFM56-5C engine thrust reverser (T/R), cracks were found on the J-Ring.</p> <p>This situation, if not corrected, could lead to the rupture of the J-Ring resulting in the loss of the Common Nozzle Assembly and/or the T/R system.</p> <p>To detect and correct fatigue cracking, DGAC France (DGAC-F) issued AD 2002-512 requiring an inspection of the T/R J-Ring before accumulation of 6 666 flight cycles (FC) and corrective actions as necessary.</p> <p>Thereafter, cracks were noticed on some T/R J-Rings having accumulated less than 6 666 FC. Then DGAC-F AD F-2004-020 was issued to require the inspection of T/R at reduced thresholds and intervals.</p> <p>The aim of this AD, which supersedes DGAC-F AD F-2004-020 keeping its requirements, is:</p>

	<ul style="list-style-type: none"> - to exclude from the applicability paragraph aeroplanes already fitted with MOD 50998/SB A340-78-4029 (final fix for the 12 o'clock position) and MOD 55902/SB A340-78-4033 (final fix for the 6 o'clock position). - to refer to AIRBUS SB instead of Vendor SB as follows: <ul style="list-style-type: none"> a) AIRBUS SB A340-78-4030 which covers CFM Service Bulletin (SB) 78-A0072 Revision 2/ROHR SB RA34078-72 Revision 2, b) AIRBUS SB A340-78-4029 which covers SB CFM 78-A0073 Revision 1/BS ROHR RA34078-73 Revision 1.
Effective Date:	25 March 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated from 14 February 2004 [effective date of AD F-2004-020]:</p> <ol style="list-style-type: none"> 1. Unless already accomplished, Before accumulation of 3 000 FC of the T/R since first flight or within 800 flight hours (FH) or 175 FC following 14 February 2004 [effective date of AD F-2004-020], 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 the instructions defined in AIRBUS SB A340-78-4030. 2. If no crack is detected, repeat the inspection above at intervals not exceeding 175 FC or 800 FH of the T/R, whichever occurs first. 3. If any crack is detected at 12 o'clock position: Before the next flight, <ul style="list-style-type: none"> - rework the T/R in accordance with AIRBUS SB A340-78-4029. Repeat the inspections of the T/R J-Ring structure at 6 o'clock position only, in accordance with AIRBUS SB A340-78-4030, or modify the T/R in accordance with SB A340-78-4033, or - replace the T/R, contact AIRBUS or CFM representative and follow their instructions. 4. If any crack is detected at 6 o'clock position: Before the next flight, <ul style="list-style-type: none"> - rework the T/R in accordance with AIRBUS SB A340-78-4033. Repeat the inspections at 12 o'clock position only, in accordance with AIRBUS SB A340-78-4030, or modify the T/R in accordance with SB A340-78-4029, or - replace the T/R, contact AIRBUS or CFM representative and follow their instructions. 5. Accomplishment of the T/R modification in accordance with SB A340-78-4033 and A340-78-4029 terminates the requirements of this AD.

	<p>6. In case of spare T/R units having accumulated more than 3 000 FC since first flight, they shall be inspected according to AIRBUS SB A340-78-4030 prior to installation on any aeroplane and are subject to the repetitive inspections defined in § 2. and to the corrective actions defined in § 3. and § 4. of this AD.</p> <p>7. For aeroplanes already compliant with DGAC-F AD F-2004-020, no further action is required by this AD.</p> <p>8. After the effective date of this AD do not install a thrust reverser unit on an aeroplane, unless in compliance with the requirements of this AD.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A340-78-4029; AIRBUS Service Bulletin A340-78-4030; AIRBUS Service Bulletin A340-78-4033.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was published on 26 January 2009 as PAD 09-024 for consultation until 23 February 2009. No comments were received during the consultation period.</p> <p>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.</p> <p>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 or + 33 5 61 93 44 51. E-mail: airworthiness.A330-A340@airbus.com.</p>