


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0173R1</p> <p>Date: 02 September 2014</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 EU 748/2012, Part 21.A.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>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A340-200/-300 aeroplanes</p>	
<p>TCDS Number: EASA.A.015</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2014-0173 dated 22 July 2014, which superseded EASA AD 2009-0056 dated 11 March 2009.</p>		
ATA 78	Exhaust – Thrust Reverser “J-Ring” at 6 and 12 o'clock Beam – Inspection / Replacement	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers.</p>	
<p>Reason:</p>	<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 condition, if not detected and corrected, could lead to the rupture of the J-Ring and consequent loss of the common nozzle assembly and/or the T/R system, possibly resulting in reduced control of the aeroplane during landing.</p> <p>Prompted by this finding, DGAC France issued AD 2002-512 to require repetitive inspections of the T/R J-Ring to detect fatigue cracking and, depending on finding, accomplishment of the applicable corrective actions.</p> <p>After that AD was issued, cracks were detected on some T/R J-Rings having accumulated fewer flight cycles (FC) than the inspection threshold as specified in DGAC France AD 2002-512. Prompted by this new finding, DGAC France issued AD F-2004-020 to require accomplishment of T/R inspections within reduced thresholds and intervals.</p> <p>After DGAC France AD F-2004-020 was issued, EASA issued AD 2009-0056, retaining the requirements of DGAC France AD F-2004-020, which was superseded, to exclude aeroplanes from the Applicability that already incorporated Airbus modification (mod) 50998 (to be embodied in service through Airbus SB A340-78-4029) and Airbus mod 55902 (to be embodied in service through Airbus SB A340-78-4033), and to refer to the Airbus SB instead</p>	

	<p>of CFM international or Rohr SB.</p> <p>Since EASA AD 2009-0056 was issued, it was discovered that a V-groove inspection, in case of crack findings, was not incorporated in Airbus SB A340-78-4030, although the CFM International and Rohr SB did mention that action. The risk assessment of this area concluded that a crack at the 12 o'clock or 6 o'clock position of the J-Ring could redistribute the loading and compromise the V-groove integrity.</p> <p>Consequently, EASA issued AD 2014-0173, retaining the requirements of EASA AD 2009-0056, which was superseded, to require use of the instructions of Airbus SB A340-78-4030 at Revision 04. That AD also required accomplishment of an inspection of the V-groove on the affected engine for aeroplanes, on which the instructions of Airbus SB A340-78-4030 before Revision 04 were accomplished.</p> <p>That AD also applied (again) to aeroplanes on which both Airbus mod 50998 and mod 55902 have been embodied in production, to ensure that when a pre-mod T/R is installed on such an aeroplane, the necessary required actions will be taken.</p> <p>This AD is revised to confirm that aeroplanes that are (or have been) modified before exceeding 3 000 FC in service for each T/R (embodiment of Airbus SB A340-78-4029 and SB A340-78-4033), are not affected by the inspection requirements of this AD.</p>
Effective Date:	<p>Revision 1: 09 September 2014</p> <p>Original issue: 05 August 2014</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) An aeroplane on which both Airbus mod 50998 and mod 55902 have been embodied in production on all thrust reversers is not affected by the inspection requirements of this AD, provided that, since aeroplane first flight, that aeroplane remains in post-mod 50998 and post-mod 55902 configuration.</p> <p>An aeroplane modified in service in accordance with the instructions of Airbus SB A340-78-4029 and SB A340-78-4033 (at any Revision), before exceeding 3 000 FC by each T/R since first flight on an aeroplane, is not affected by the inspection requirements of this AD, provided that, since embodiment of these Airbus SBs, that aeroplane remains in post-SB A340-78-4029 and post-SB A340-78-4033 configuration.</p> <p>Only paragraph (9) of this AD must be complied with for post-mod 50998 and post-mod 55902 aeroplanes, and for post-SB A340-78-4029 and post-SB A340-78-4033 aeroplanes.</p> <p>(2) Before exceeding 3 000 FC by a T/R since first flight on an aeroplane, and, thereafter, at intervals not to exceed 175 FC or 800 flight hours, whichever occurs first, inspect the J-Ring structure of that T/R at the 6 o'clock and 12 o'clock positions in accordance with the instructions of Airbus SB A340-78-4030 Revision 04.</p> <p>(3) If, during any inspection as required by paragraph (2) of this AD, any crack is detected at the 6 o'clock or 12 o'clock position, before next flight, replace the T/R, accomplish a V-groove inspection on the affected engine, and, depending on findings, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A340-78-4030 Revision 04.</p> <p>(4) For an aeroplane on which, before the effective date of this AD, cracks were identified on the J-Ring structure, during a T/R inspection in accordance with the instructions of Airbus SB A340-78-4030 at original issue or Revision 01 or Revision 02 or Revision 03, within 26 months after the effective date of this AD, accomplish a V-groove inspection on the affected engine in accordance with the instructions of Airbus SB</p>

	<p>A340-78-4030 Revision 04. If, during this inspection, discrepancies are detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A340-78-4030 Revision 04.</p> <p>(5) Accomplishment of corrective actions on an aeroplane, as required by paragraph (3) or (4) of this AD, as applicable, does not constitute terminating action for the repetitive inspections required by paragraph (2) of this AD for that aeroplane.</p> <p>(6) Modification of an aeroplane after the effective date of this AD, by modifying each T/R in accordance with the instructions of Airbus SB A340-78-4029 and SB A340-78-4033, constitutes terminating action for the repetitive inspections as required by paragraph (2) of this AD for that aeroplane, provided that prior to incorporating those modifications, each T/R passes the inspection of the T/R J-Ring structure at the 6 o'clock and 12 o'clock positions as specified in Airbus SB A340-78-4030 Revision 04.</p> <p>(7) Modification of an aeroplane before the effective date of this AD, by modifying each T/R in accordance with the instructions of Airbus SB A340-78-4029 and Airbus SB A340-78-4033, constitutes terminating action for the repetitive inspections as required by paragraph (2) of this AD for that aeroplane, provided that prior to incorporating those modifications, each T/R passed the inspection of the T/R J-Ring structure at the 6 o'clock and 12 o'clock positions as specified in Airbus SB A340-78-4030 at original issue or Revision 01, or Revision 02, or Revision 03.</p> <p>(8) Accomplishment of ALI task 722301-01-01 following J-Ring crack finding is an acceptable alternative method for a V-groove inspection as required by paragraph (3) or (4) of this AD, as applicable.</p> <p>(9) From the effective date of this AD, installation of a T/R unit on an aeroplane is allowed, provided that the installed T/R is inspected and, depending on findings, corrected as required by this AD.</p>
Ref. Publications:	<p>Airbus SB A340-78-4029 at original issue dated 14 May 2003, or Revision 01 dated 31 March 2004.</p> <p>Airbus SB A340-78-4030 at original issue dated 14 April 2003, or Revision 01 dated 18 May 2004, or Revision 02 dated 21 March 2006, or Revision 03 dated 13 June 2007, or Revision 04 dated 06 February 2014.</p> <p>Airbus SB A340-78-4033 at original issue dated 13 June 2007 or Revision 01 dated 05 March 2008.</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 original issue of this AD was posted on 21 May 2014 as PAD 14-083 for consultation until 18 June 2014. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Safety Information 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 – Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.