


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 09-024 Date: 26 January 2009 Note: This Proposed Airworthiness Directive (PAD) 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.	
	In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance / cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Type Approval Holder's Name : AIRBUS		Type/Model designation(s) : A340-200/-300 aircraft
TCDS Number : EASA.A.015		
Foreign AD : Not applicable		
Supersedure: DGAC France AD F-2004-020 approved under EASA reference No. 2004-754 dated 28 January 2004.		
ATA 78	Exhaust - Thrust Reverser "J-Ring" at 6 and 12 o'clock Beam - Inspection	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	AIRBUS A340 aircraft, models -211, -212, -213, -311, -312 and -313 all serial numbers, except those on which : - both AIRBUS modifications 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:	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 the J-Ring resulting in the loss of the Common Nozzle Assembly and/or the T/R system. 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. Thereafter, cracks have been 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>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 aircraft 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:	[TBD: 14 days after the final AD issue date]
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, <p>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.</p> 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: <p>Before the next flight,</p> <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. <p>or,</p> <ul style="list-style-type: none"> - replace the T/R and contact AIRBUS or CFM representative. 4. If any crack is detected at 6 o'clock position: <p>Before the next flight,</p> <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, <p>or</p> <ul style="list-style-type: none"> - replace the T/R and contact AIRBUS or CFM representative. 5. 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 aircraft and are subject to the

	<p>repetitive inspections defined in § 2. and to the corrective actions defined in § 3. and § 4. of this AD.</p> <p>6. For aircraft already compliant with DGAC-F AD F-2004-020, no further action is required by this AD.</p> <p>7. After the effective date of this AD no person shall install a thrust reverser unit on an aircraft 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 :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 23 February 2009. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – Airworthiness Office – EAL. Fax: +33 5 61 93 45 80.