

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-083 Date: 21 May 2014 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 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.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A340-200/-300 aeroplanes
TCDS Number: EASA.A.015	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2009-0056 dated 11 March 2009.	
ATA 78	Exhaust – Thrust Reverser “J-Ring” at 6 and 12 o'clock Beam – Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers.
Reason:	During fatigue and damage tolerant tests of CFM56-5C engine thrust reverser (T/R), cracks were found on the J-Ring. 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. Prompted by this finding, DGAC France (DGAC-F) 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. 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-F AD 2002-512. Prompted by this new finding, DGAC-F issued AD F-2004-020 to require accomplishment of T/R inspections within reduced thresholds and intervals. After issuance of DGAC-F AD F-2004-020, EASA issued AD 2009-0056, retaining the requirements of DGAC-F AD F-2004-020, which was superseded, to exclude aeroplanes from the Applicability that already incorporated Airbus modification (mod) 50998 (to be embodied in service through Airbus SB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 AIRBUS SB instead of CFM

	international or ROHR SB. Since issuance of EASA AD 2009-0056, 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. For the reasons described above, this AD retains the requirements of EASA AD 2009-0056, which is superseded, and requires use of the instructions of Airbus SB A340-78-4030 at Revision 04. This AD also requires accomplishment of an inspection of the V-groove on the affected engine for aeroplanes on which the instructions Airbus SB A340-78-4030 before Revision 04 were accomplished. This AD also applies (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.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) An aeroplane on which both Airbus mod 50998 and mod 55902 have been embodied in production is not affected by the inspection requirements of this AD, provided that, since aeroplane first flight, that aeroplane remained in post-mod 50998 and post-mod 55902 configuration. Only paragraph (9) of this AD must be complied with for post-mod 50998 and post-mod 55902 aeroplanes. (2) Before accumulation of 3 000 FC by a T/R since first flight on an aeroplane and, thereafter, at intervals not to exceed 175 FC or 800 FH, whichever occurs first, inspect the T/R J-Ring structure of that T/R at 12 o'clock and 6 o'clock positions in accordance with the instructions of Airbus SB A340-78-4030 Revision 04. (3) If, during any inspection as required by paragraph (2) of this AD, any crack is detected at 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. (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 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. (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. (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 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 passes the inspection of the T/R J-Ring structure at 12 o'clock and 6 o'clock positions as specified in Airbus SB A340-78-4030 Revision

	04. (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 12 o'clock and 6 o'clock positions as specified in Airbus SB A340-78-4030 at original issue or Revision 1 or Revision 2 or Revision 3. (8) Accomplishment of ALI task 722301-01-01 following J-Ring crack finding is an acceptable alternative method for the V-Groove inspections required by paragraphs (3) and (4) of this AD. (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.
Ref. Publications:	Airbus SB A340-78-4029 at original issue dated 14 May 2003, or Revision 01 dated 31 March 2004. 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. Airbus SB A340-78-4033 at original issue dated 13 June 2007 or Revision 01 dated 05 March 2008. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 18 June 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.