Airworthiness Directive

AD No.: 2018-0224

Issued: 19 October 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A340 aeroplanes

Effective Date: 02 November 2018

TCDS Numbers: EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA 78 – Exhaust – Thrust Reverser Outer Fixed Structure – Inspection / Replacement

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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.

Definitions:
For the purpose of this AD, the following definitions apply:

The SB: Airbus Service Bulletin (SB) A340-78-4052.

Affected TR: Thrust Reverser (TR) units, having a serial number (s/n) as listed in Goodrich Aerostructures SB RA34078-103, if ROHR SB RA34078-75 (at any revision) has been embodied, **or** if repaired in accordance with the instructions of Goodrich Aerostructures SB RA34078-93 original issue, except those marked with letter "-P" on the TR name plate after the ROHR SB RA34078-75 or Goodrich Aerostructures SB RA34078-93 accomplishment.

Groups: Group 1 aeroplanes are those that have an affected TR installed. Group 2 aeroplanes are those that do not have an affected TR installed.

Reason:

During an inspection, several outer fixed structure (OFS) panels of an engine TR were found disbonded. It was identified that the panels were made of Hexcel Chromic Acid Anodized (CAA) Core. It was determined that all OFS panels, where the core was made of Hexcel CAA Honeycomb can be affected. This led to a determination of a previous batch of s/n TR with OFS panels made of Hexcel CAA required to be inspected by EASA AD 2017-0195. The OFS panels, where the core was made of Hexcel Phosphoric Acid Anodized (PAA) are not affected by this disbonding phenomenon. Consequently, all panels which are in post-Airbus SB A340-78-4032 (ROHR SB RA34078-75) configuration, and all TR that were repaired in accordance with the instructions of Airbus SB A340-78-4041 (Goodrich Aerostructures SB RA34078-93 original issue), having a Hexcel CAA core OFS panel installed, can also be affected by this issue. The TR that were installed in accordance with instructions of Airbus SB A340-78-4032 (ROHR SB RA34078-75) or were repaired in accordance with the instructions of Airbus SB A340-78-4041 (Goodrich Aerostructures SB RA34078-93 original issue), having a Hexcel PAA core OFS panel installed with letter "-P" on the TR name plate, are not affected.

This condition, if not detected and corrected, can lead to the in-flight loss of the common nozzle assembly, possibly resulting in damage to the aeroplane and/or injury to persons on the ground.

To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions for the affected TR.

For the reasons described above, this AD requires one or more tap test inspections of each affected TR and, depending on findings, accomplishment of applicable corrective action(s).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection:

(1) For Group 1 aeroplanes: Within the compliance times specified in the SB, depending on the flight cycles (FC) accumulated by a TR since new (first installation on an aeroplane) at the time when ROHR SB RA34078-75 (any revision) was embodied, or when a repair in accordance of the instructions of Goodrich Aerostructures SB RA34078-93 original issue was accomplished, as applicable, accomplish tap test inspection(s) of the OFS in accordance with the instructions of the SB.

(2) For Group 1 aeroplanes for which the FC accumulated since new (first installation on an aeroplane) at the time when ROHR SB RA34078-75 (any revision) was embodied, or when a repair in accordance of the instructions of Goodrich Aerostructures SB RA34078-93 original issue was accomplished, as applicable, cannot be determined, within 90 days after the effective date of this AD, contact UTAS to determine the FC for compliance with paragraph (1) of this AD.

Corrective Action(s):

(3) If, during the tap test inspection(s) as required by paragraph (1) of this AD, any discrepancy as defined in the SB is identified, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Part(s) Installation:

(4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, installation on any aeroplane of an affected TR is allowed, provided that, prior to installation, the part has passed (no discrepancies found) a tap test inspection in accordance with the instructions of the SB; or that, following installation, within the compliance times specified in the SB, the affected TR is tap tested and, depending on findings, corrected as required by this AD.

Ref. Publications:

Airbus SB A340-78-4052 original issue dated 08 June 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Goodrich Aerostructures SB RA34078-103 original issue date 28 May 2018.

Goodrich Aerostructures SB RA34078-93 original issue dated 09 May 2011.

ROHR SB RA34078-75 original issue dated 10 September 2003, Revision 1 dated 04 January 2006, Revision 2 dated 10 March 2010 and Revision 3 dated 09 May 2011.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 18 July 2018 as PAD 18-098 for consultation until 15 August 2018. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. 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.