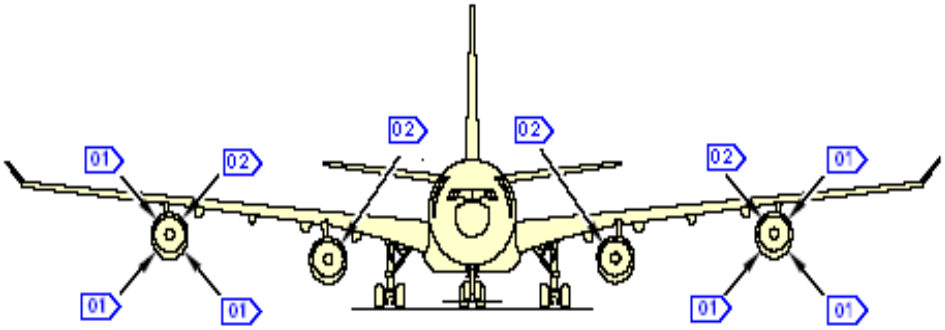
EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 10-016 **Date: 05 February 2010** Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the 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.

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A340-200/-300 aeroplanes

TCDS Number :	EASA.A.015
Foreign AD :	Not applicable
Supersedure :	None

ATA 78	**Exhaust – Thrust Reverser Actuation System Doors – Replacement**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340 aeroplanes, models -211, -212, -213, -311, -312 and -313, all manufacturer serial numbers.
Reason:	Two A340-300 aeroplanes experienced opening of engine number (n°) 3 Thrust Reverser (TR) pivoting door during climb. These events were the result of a primary lock malfunction and incorrect engagement of the secondary lock. While investigations on root cause of these events were conducted, preventive actions have been required by EASA AD 2008-0074, AD 2009-0063 and AD 2009-0133. The root cause has now been identified as being a combined failure of the thrust reverser pivoting door primary lock and actuator. Deployment of one TR door in flight, particularly during the take-off or go around, could result in heavy buffet at low speed, or could significantly reduce take off performance, which would constitute an unsafe condition. Investigations have also identified that 10 TR pivoting doors of the 16 installed on each aeroplane may cause such effects. These are: - Outer engines (n° 1 and 4): all 4 pivoting doors of each engine. - Inner engines (n° 2 and 3): upper inboard pivoting door of each engine. In order to reinforce the thrust reverser locking mechanism, this AD requires installation of a new modified primary lock and a new modified actuator on the 10 critical thrust reverser pivoting doors.

Effective Date:	14 days after final AD issue date
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) No later than 28 February 2011, do the actions specified in paragraph (3) of this AD on the upper inboard thrust reverser pivoting door of each engine, as identified by the label 02 in Picture 1 below. (2) No later than 31 December 2012, do the actions specified in paragraph (3) of this AD on the upper outboard thrust reverser pivoting doors of engines n°1 and n°4, and lower thrust reverser pivoting doors (inboard and outboard) of engines n°1 and n°4 as identified by the label 01 in Picture 1 below. (3) Replace the primary lock in accordance with the instructions defined in Airbus Service Bulletin (SB) A340-78-4037, and Remove the installed shim and replace the actuator in accordance with the instructions defined in Airbus SB A340-78-4038.  Picture 1
Ref. Publications:	Airbus Service Bulletin A340-78-4037 at Original issue; Airbus Service Bulletin A340-78-4038 at Original issue. 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 05 March 2010. 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 ; E-mail: airworthiness.A330-A340@airbus.com.