

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-265-117(B) R2
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A340 aircraft

Thrust reversers locking (ATA 78)

1. APPLICABILITY:

AIRBUS A340 aircraft models -211, -212, -213, -311, -312 and -313 all serial numbers.

2. REASONS:

2.1. Further to the introduction of an improved primary lock design to prevent cases of rejected take-off due to thrust reverser "UNLOCKED" ECAM warnings, some "REV. UNLOCKED" events have been reported in flight. In all cases the doors were maintained correctly stowed by the actuator secondary locks.

2.2. The Airworthiness Directive 96-245-050 (B) R1 related to the same subject is cancelled and replaced by this Airworthiness Directive (AD) further to the result of in-service experience.

Since incorporation of Service Bulletin A340-78-4010 and subsequent revisions and Service Bulletins A340-78-4013 and A340-78-4015 (or modifications 45486/45150 and 46200), "REV. UNLOCKED" rate has not decreased satisfactorily and new failures modes have been reported.

Based on this new fact, it is necessary to revert to the previous operational check of secondary locks every 1300 flight hours for all reverser configurations, irrespective of whether Service Bulletin(s) or modification(s) status has been incorporated.

Revision 1 of this AD modified the application conditions of the operational check.

Revision 2 of this AD informs the operators regarding the means to be fulfilled to allow the extension of the interval threshold from 1,300 flight hours to 4,000 flight hours.

3. COMPLIANCE:

In order to prevent the inadvertent opening of one reverser door, the following measures are rendered mandatory:

3.1. Aircraft that have not received accomplishment of AIRBUS INDUSTRIE Service Bulletin A340-78-4021 (or modification 47980) and of Service Bulletin ROHR N° RA34078-68.

Before accumulation of 1300 flight hours since first flight or since the latest inspection or within 550 flight hours since the effective date of this AD at initial issue, whichever occurs later, perform the operational test of the actuator secondary locks in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A340-78-4012 Revision 5.

Repeat this operational test every 1300 flight hours in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A340-78-4012 Revision 5.

3.2. Aircraft that have received accomplishment of AIRBUS INDUSTRIE Service Bulletin A340-78-4021 (or modification 47980) and of Service Bulletin ROHR No. RA34078-68.

Before accumulation of 4000 flight hours since first flight or since the latest inspection or within 550 flight hours since the effective date of this AD at initial issue, whichever occurs later, perform the operational test of the actuator secondary locks in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A340-78-4012 Revision 5.

Repeat this operational test every 4000 flight hours in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin A340-78-4012 Revision 5.

REF.: AIRBUS INDUSTRIE Service Bulletin A340-78-4012 Revision 5
AIRBUS INDUSTRIE Service Bulletin A340-78-4013
AIRBUS INDUSTRIE Service Bulletin A340-78-4015
AIRBUS INDUSTRIE Service Bulletin A340-78-4021
Service Bulletin ROHR No. RA34078-68
(Any later approved revision is acceptable).

This Revision 2 replaces AD 1999-265-117(B) R1 issued on October 06, 1999.

EFFECTIVE DATES :

Original AD : JULY 10, 1999
Revision 1 : OCTOBER 16, 1999
Revision 2 : MARCH 16, 2002