

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008 - 0074</p> <p>Date: 22 April 2008</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name:</p> <p>AIRBUS</p>	<p>Type/Model designation(s)</p> <p>A340-200/-300 series aircraft</p>	
<p>TCDS Number: EASA A.015</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
<p>ATA 78</p>	<p>Exhaust Thrust Reverser Pivoting Door Actuator Shimming - Inspection</p>	
<p>Manufacturer(s): AIRBUS (formerly AIRBUS INDUSTRIE)</p>		
<p>Applicable to: AIRBUS aircraft models A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, all manufacturer serial numbers (MSN) up to MSN 0844 in service</p>		
<p>Reason:</p>	<p>An A340-300 aircraft experienced opening of the engine n°3 lower left thrust reverser pivoting door during climb.</p> <p>This event was subsequent to primary lock malfunction and non engagement of the secondary lock.</p> <p>Preliminary investigations have revealed two main findings:</p> <ul style="list-style-type: none"> - The primary lock lever arm of the affected door was contaminated with lubrication fluid, which is a known contributor to incorrect operation, - The actuator of the deployed door was found with 3 shim sets installed whereas the system is designed for a maximum of one shim set. It is considered that installation of three shim sets has a detrimental effect on the secondary lock capacity to engage in case of primary lock failure. <p>Investigation is continuing to determine other possible contributors to this event.</p> <p>Deployment of one thrust reverser door in flight and during the take-off constitutes an unsafe condition.</p>	

	In order to ensure that fleet is clear from unauthorized actuator shimming configurations which may lead to non-engagement of the secondary lock, this Airworthiness Directive (AD) requires a one-time visual inspection to check that no more than one shim set per pivoting door actuator is installed.
Effective Date:	06 May 2008
Compliance:	Required as indicated, unless already accomplished: Within 800 Flight Hours from the effective date of this AD, inspect all thrust reverser pivoting door hydraulic actuators (16 per aircraft) for correct shimming and apply the associated corrective actions, in accordance with instructions of AIRBUS AOT A340-78A4035.
Ref. Publications:	AIRBUS All Operators Telex (AOT) A340-78A4035, first original issue dated 27 March 2008. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. Required actions and risk assessment have warranted the immediate adoption of this AD. No requests for comments. 3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directorate, EASA, Certification Directorate, EASA. E-mail: DS@easa.europa.eu. 4. For any questions concerning the technical content of the requirements of this AD please contact AIRBUS – Airworthiness Office - EAL - E-mail: airworthiness_30-A340@airbus.com.

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