


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0133</p> <p>Date: 23 June 2009</p> <p>Note: This Airworthiness Directive (AD) 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.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A340-200/-300 aeroplanes</p>
<p>TCDS Number : EASA.A.015</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 78	Exhaust – Thrust Reverser Auxiliary Return Line Hose Assemblies – Replacement
<p>Manufacturer(s): AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability: AIRBUS aeroplane models A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, all manufacturer serial numbers, except those on which AIRBUS modification 56392 has been embodied in production on both outboard engines.</p>	
<p>Reason:</p> <p>An A340-300 aeroplane experienced the opening of engine n°3 lower left Thrust Reverser (TR) pivoting door during climb. This event was subsequent to a primary lock malfunction and incorrect engagement of the secondary lock.</p> <p>Deployment of one TR door in flight may constitute an unsafe condition.</p> <p>Further to preliminary investigations some preventive actions have been required by EASA AD 2008-0074.</p> <p>Another A340-300 experienced a similar event after the publication of EASA AD 2008-0074. Further to this, a one-time inspection programme to decrease the thrust reverser sensitivity to primary lock release has been mandated by EASA AD 2009-0063 which superseded EASA AD 2008-0074.</p> <p>Airbus and CFM are currently investigating the root cause.</p> <p>It has been identified that hydraulic spikes contribute to the release of primary lock that results in TR pivoting door partially open with secondary lock engaged.</p>	

	<p>A new Auxiliary Return Line (ARL) restrictor, with increased flow, has been designed, which will help mitigate the effects of an hydraulic spike induced in the thrust reverser return line.</p> <p>This AD mandates the replacement of ARL Lock Out hose assemblies on outboard engines with this new Auxiliary Return Line restrictor.</p>
Effective Date:	07 July 2009
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>Within 24 months after the effective date of this AD, replace both ARL Lock Out hose assemblies located on outboard engines in accordance with the instructions of AIRBUS Service Bulletin A340-78-4039.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A340-78-4039 at original issue.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 20 April 2009 as PAD 09-061 for consultation until 20 May 2009. The Comment Response Document can be found at: http://ad.easa.europa.eu/ . 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAL Fax: + 33 5 61 93 45 80 or + 33 5 61 93 44 51. E-mail: airworthiness.A330-A340@airbus.com.