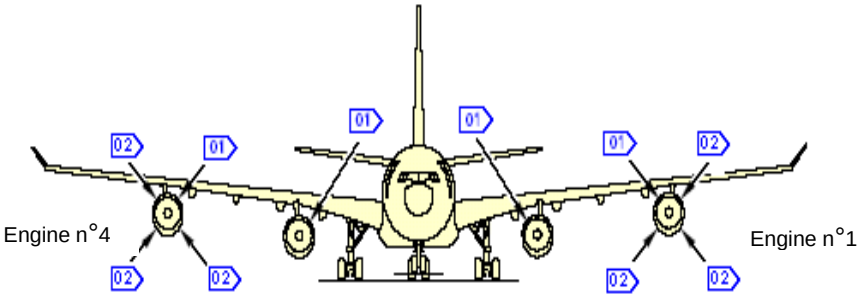
EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0044R1 **Date: 19 September 2013** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EU 748/2012, Part 21.A.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].

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

TCDS Number:	EASA.A.015
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2010-0044 dated 17 March 2010, including the Correction dated 25 March 2010.

ATA 78	**Exhaust – Thrust Reverser Actuation System Doors – Replacement**
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.
Reason:	Two A340-300 aeroplanes experienced one single door 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 the 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 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: - Outboard engines (n° 1 and 4): all 4 pivoting doors of each engine. - Inboard 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.

	This AD is revised as, following its issuance, further investigation accomplished by Airbus have led to the conclusion that the modification as required by this AD removes the need for the repetitive operational tests as required by DGAC France AD 1999-265-117R2.
Effective Date:	Revision 1: 19 September 2013 Original Issue: 31 March 2010
Required Action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: (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 01 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 02 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 (4) Modification of an aeroplane in accordance with the instructions of Airbus SB A340-78-4037 and Airbus SB A340-78-4038, as required by this AD, constitutes terminating action for the repetitive operational tests as required by DGAC France AD 1999-265-117R2 for that aeroplane.
Ref. Publications:	Airbus SB A340-78-4037 original issue dated 15 January 2010. Airbus SB A340-78-4038 original issue dated 29 January 2010. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 05 February 2010 as PAD 10-016 for consultation until 05 March 2010. The Comment Response Document can be found at: http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 – EIAL; E-mail: airworthiness.A330-A340@airbus.com.