EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 12-040 **Date: 02 May 2012** 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:	This AD supersedes EASA AD 2006-0298R1 dated 27 April 2009.

ATA 78	**Exhaust - Thrust Reverser Outer Fixed Structure - Modification**
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:	During the application of preventive mandatory modification of a thrust reverser inner fixed structure, the manufacturer CFM International discovered an outer fixed structure (OFS) panel disbonding, which was the result of an adhesive failure. This condition, if not corrected, can, in case of Fan Blade Out, lead to the in-flight loss of the common nozzle assembly, possibly resulting in damage to the aeroplane and/or injury to persons on the ground. To address this condition, EASA issued EASA AD 2006-0298 which required the replacement of the installed DURACORE OFS panels with HEXCEL or PAA panels and the replacement of 6 O'clock latch fitting for some thrust reversers depending on the number of accumulated Flight Cycles (FC) at time of panel replacement. EASA AD 2006-0298 was later revised to reduce the AD applicability and to put it in line with the effectivity of AIRBUS Service Bulletin (SB) A340-78-4032 Revision 02. Since issuance of EASA AD 2006-0298R1, more thrust reversers (additional serial numbers) have been identified as affected. For the reasons described above, this AD retains the requirements of EASA AD 2006-0298 R1, which is superseded, and expands the applicability of the AD by

<table>
<tr><td></td><td>adding thrust reversers serial numbers.</td></tr>
<tr><td>Effective Date:</td><td>[TBD: 14 days after final AD issue date]</td></tr>
<tr><td>Required action(s) and Compliance Time(s):</td><td>
Required as indicated, unless accomplished previously:
(1) For aeroplanes equipped with thrust reversers as identified by serial numbers (S/N) in Table 1 of this AD, before the thrust reverser accumulates 12 800 FC since first installation on an aeroplane, replace the OFS panel on the left hand (LH) and the right hand half thrust reverser in accordance with the instructions of AIRBUS SB A340-78-4032 Revision 02.
(2) Concurrent requirement: If the thrust reverser OFS panel is replaced after accumulating 11 600 FC since first installation on an aeroplane, concurrent with the OFS panel replacement as required by paragraph (1) of this AD, replace the 6 o’clock latch fitting in accordance with the instructions of AIRBUS SB A340-78-4032 Revision 02.
Table 1 – List of affected thrust reversers
<table>
<tr><th>Manufacturer</th><th>S/N</th></tr>
<tr><td rowspan="5">ROHR</td><td>from 119 to 0382001 inclusive</td></tr>
<tr><td>from 0411001 to 0678001 inclusive</td></tr>
<tr><td>1028002 and 1028003</td></tr>
<tr><td>from 1037001 to 1400001 inclusive</td></tr>
<tr><td>1409001, 1410001, 1423001, 1439001, 1603001 and 1604001</td></tr>
<tr><td rowspan="4">AIRCELLE</td><td>from 3060 to 3190 inclusive</td></tr>
<tr><td>from 3205 to 3340 inclusive</td></tr>
<tr><td>from 3525 to 3713 inclusive</td></tr>
<tr><td>3718, 3725 (LH), 3733 (LH), and 3818</td></tr>
</table>
(3) For aeroplanes on which AIRBUS SB A340-78-4032 had been embodied at original issue after the thrust reverser had accumulated 11 600 FC since its first installation on an aeroplane, before the thrust reverser accumulates 12 800 FC since its first installation on an aeroplane, replace the 6 o’clock latch fitting in accordance with the instructions of ROHR SB RA34078-86 Revision 2 or AIRBUS SB A340-78-4032 Revision 02 or ROHR SB RA34078-75 Revision 3.
(4) Corrective actions accomplished, before the effective date of this AD, in accordance with instructions of AIRBUS SB A340-78-4032 Revision 01, ROHR SB RA34078-86 at Original issue or Revision 01; ROHR SB RA34078-75 at Original issue or Revision 01 or Revision 02 are acceptable to comply with the requirements of paragraph (1) and (2) of this AD.
(5) From the effective date of this AD, do not install a thrust reverser as identified in Table 1 of this AD on an aeroplane, unless in compliance with the requirements of this AD.
</td></tr>
</table>

Ref. Publications :	AIRBUS SB A340-78-4032 at Original issue or Revision 01 or Revision 02; ROHR SB RA34078-86 at Original issue or Revision 01 or Revision 02; ROHR SB RA34078-75 at Original issue or Revision 01 or Revision 02 or Revision 03. 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 30 May 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive 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 – EIAL E-mail: airworthiness.A330-A340@airbus.com.