


| EASA   | AIRWORTHINESS DIRECTIVE   |  |
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|   | <p><b>AD No.: 2010-0267</b></p> <p><b>Date: 21 December 2010</b></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><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>  | <p><b>Type/Model designation(s) :</b></p> <p>A330 and A340 aeroplanes</p>   |  |
| <p>TCDS Number : EASA.A.004, EASA.A.015</p>  |   |  |
| <p>Foreign AD : Not applicable</p>   |   |  |
| <p>Supersedure : None</p>  |   |  |
| <p><b>ATA 27</b></p>   | <p><b>Flight Controls – Wing Tip Brakes (WTB) – Operational Test</b></p>  |  |
| <p>Manufacturer(s):</p>  | <p>Airbus (formerly Airbus Industrie)</p>   |  |
| <p>Applicability:</p>  | <p>Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, and</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313, aeroplanes,</p> <p>all manufacturer serial numbers (MSN), up to MSN 0220 inclusive.</p>  |  |
| <p><b>Reason:</b></p>  | <p>The WTB is a Pressure-Off-Brake (POB) with a multi-plate friction device operated by a spring pack. In operation, the brakes are released by dual hydraulic pistons controlled by electro-hydraulic solenoid valves, energized by the Slat Flap Control Computers (SFCC). The purpose of the WTBs (4 per aeroplane) is to stop and hold the mechanical transmission in position in some specific failure cases. In such cases, the SFCCs de-energize their WTB solenoids, which remove the hydraulic pressure and lead to the application of the brakes.</p> <p>Several WTBs have lost their braking function in service. Inspection by the supplier of these units revealed that the drive shaft was found free to rotate and the braking discs worn. Investigations are on-going to determine the root cause.</p> <p>This condition, if not detected and corrected, could, in some specific failure cases, result in loss of control of the aeroplane.</p> <p>For the reasons described above, this AD requires a one-time Operational</p> |  |

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|  | <p>Test of the WTB/POB performance on the flap and slat systems to detect any dormant failure and, depending on findings, associated corrective actions. This AD also requires the reporting of findings, including none, to the TC holder.</p> <p>This AD is considered to be an interim action. Depending on the results of this one-time inspection, further actions might be required.</p>  |
| Effective Date:                            | 04 January 2011   |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 3 months after the effective date of this AD, perform the Operational Test of the WTB/POB on the flap and slat systems in accordance with the instructions of Airbus All Operators Telex (AOT) A330-27A3174 or AOT A340-27A4172, as applicable to aeroplane type.</li> <li>(2) If the operational test as required by paragraph (1) of this AD is not successfully passed, before next flight, replace the faulty WTB in accordance with the instructions of Airbus AOT A330-27A3174 or AOT A340-27A4172, as applicable to aeroplane type.</li> <li>(3) Accomplishment of A330/A340 Maintenance Review Board Report (MRBR) tasks 27.50.00/14 and 27.80.00/10 is acceptable for compliance with the requirements of paragraphs (1) and (2) of this AD.</li> <li>(4) Within 10 days after the accomplishment of the inspection as required by paragraph (1) of this AD, report all inspection results to Airbus, including no findings, in accordance with the instructions of Airbus AOT A330-27A3174 or AOT A340-27A4172, as applicable to aeroplane type.</li> </ol> |
| Ref. Publications:                         | <p>All Operators Telex A330-27A3174 at original issue dated 16 December 2010</p> <p>All Operators Telex A340-27A4172 at original issue dated 16 December 2010</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>  |
| Remarks :                                  | <ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>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: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a> .</li> </ol>  |