

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0197 Date: 10 October 2011 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 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].	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A330 and A340-200/-300 aeroplanes
TCDS Number :	EASA.A.004, EASA.A.015
Foreign AD :	Not applicable
Supersedure :	None
ATA 29	Hydraulic Power – Ram Air Turbine (RAT) Pump – Anti-Stall Device – Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers, and Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers.
Reason:	During a test flight before delivery from production, an A330 aeroplane experienced a RAT pump failure, as a result of which, the green hydraulic system could not be fully pressurized. Investigations concluded that this malfunction was due to poor installation of the anti-stall valve sleeve, causing a shift in the anti-stall speed setting and leading to an inability of the hydraulic pump Part Number (P/N) 5909522 to provide enough hydraulic pressure. This condition, if not detected and corrected, could lead to the in-flight loss of the RAT-Pump pressurization which, in case of a total engine flame out, could have consequences for the hydraulic circuits, possibly resulting in reduced control of the aeroplane. A340-500/-600 series aeroplanes are not affected by this issue because they are fitted with a different hydraulic pump P/N. For the reasons described above, this AD requires a check to ensure correct setting of the RAT anti-stall valve in the pump housing, followed by a RAT functional ground test, and accomplishment of the applicable corrective actions, depending on findings.
Effective Date:	24 October 2011

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the compliance time as specified in Table 1 of this AD, as applicable, accomplish the following actions, in accordance with the instructions of Airbus Service Bulletin (SB) A330-29-3117 or SB A340-29-4090, as applicable to the aeroplane type: - check the RAT pump anti-stall valve to ensure correct setting, - re-identify the RAT pump, and - accomplish a functional ground test of the RAT. Table 1 <table border="1" data-bbox="571 539 1433 1111"> <thead> <tr> <th>Affected aeroplanes</th><th>Compliance time</th></tr> </thead> <tbody> <tr> <td>Aeroplanes on which the A330 CMR task 292000-00001-1-C, or A340-200/-300 CMR task 292000-A0001-1-C, or A330/A340 MRBR Task 29.20.00/06, as applicable to the aeroplane type, has not yet been accomplished</td><td>Within 3 000 flight hours or 7 months, whichever occurs first after the effective date of this AD</td></tr> <tr> <td>Aeroplanes on which the A330 CMR task 292000-00001-1-C, or A340-200/-300 CMR task 292000-A0001-1-C, or A330/A340 MRBR Task 29.20.00/06, as applicable to the aeroplane type, has already been accomplished</td><td>Within 24 months after the last accomplishment of A330 CMR task 292000-00001-1-C, or A340-200/-300 CMR task 292000-A0001-1-C, or A330/A340 MRBR Task 29.20.00/06, as applicable to the aeroplane type</td></tr> </tbody> </table> (2) If the functional ground test of the RAT, as required by paragraph (1) of this AD, is not successful, before next flight, replace the RAT pump or the RAT assembly with a serviceable part, in accordance with the instructions of Airbus SB A330-29-3117 or SB A340-29-4090, as applicable to the aeroplane type. Note: For the purpose of this AD, a serviceable part is a RAT Hydraulic Pump or RAT Assembly that has been inspected, corrected and successfully tested in accordance with the instructions of Airbus SB A330-29-3117 or SB A340-29-4090, as applicable to the aeroplane type. (3) An aeroplane equipped with a RAT hydraulic pump marked with an "X" or a date (month/year) in the amendment cell C of the identification plate, which has been successfully tested prior to the effective date of this AD, is considered compliant with the requirements of paragraphs (1) and (2) of this AD. (4) After the effective date of this AD, do not install on an aeroplane any RAT Hydraulic Pump or RAT Assembly, unless it has been inspected, corrected and successfully tested in accordance with the requirements of this AD.	Affected aeroplanes	Compliance time	Aeroplanes on which the A330 CMR task 292000-00001-1-C, or A340-200/-300 CMR task 292000-A0001-1-C, or A330/A340 MRBR Task 29.20.00/06, as applicable to the aeroplane type, has not yet been accomplished	Within 3 000 flight hours or 7 months, whichever occurs first after the effective date of this AD	Aeroplanes on which the A330 CMR task 292000-00001-1-C, or A340-200/-300 CMR task 292000-A0001-1-C, or A330/A340 MRBR Task 29.20.00/06, as applicable to the aeroplane type, has already been accomplished	Within 24 months after the last accomplishment of A330 CMR task 292000-00001-1-C, or A340-200/-300 CMR task 292000-A0001-1-C, or A330/A340 MRBR Task 29.20.00/06, as applicable to the aeroplane type
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Ref. Publications :	Airbus SB A330-29-3117 original issue, dated 19 July 2011. Airbus SB A340-29-4090 original issue, dated 19 July 2011. 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. This AD was posted on 08 September 2011 as PAD 11-099 for						

	consultation until 06 October 2011. No comments were received during the consultation period. 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 – EAL; E-mail: airworthiness.A330-A340@airbus.com.
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