


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2011-0242</b>  <b>[Correction: 15 February 2012]</b></p> <p><b>Date: 19 December 2011</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 :</p>	<p>EASA.A.004 and EASA.A.015</p>	
<p>Foreign AD :</p>	<p>Not applicable</p>	
<p>Supersedure :</p>	<p>None</p>	
<p><b>ATA 56</b></p>	<p><b>Windows – Fixed Windows / Windshield Heating Connectors – Inspection / Replacement</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, A330-223F, 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.</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.</p>	
<p>Reason:</p>	<p>Several operators have reported cases of burning smell and/or smoke in the cockpit during cruise phase leading in some cases to diversion.</p> <p>Findings have shown that the cause of these events is the burning of the Saint-Gobain Sully (SGS) windshield connector terminal block.</p> <p>This condition, if not corrected, could significantly increase the flight crew workload which would, under some flight phases and/or circumstances, constitute an unsafe condition.</p> <p>For the reasons described above, this AD requires the identification of the installed windshields and replacement of the affected part.</p> <p>This AD has been republished to correct a typographical mistake in paragraph (3) of the Required Action(s) and Compliance Time(s) section.</p>	
<p>Effective Date:</p>	<p>02 January 2012</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 1 200 Flight Hours after the effective date of this AD, inspect to identify the manufacturer, the Part Number (P/N) and Serial Number (S/N) of the Left Hand (LH) and Right Hand (RH) windshields installed on aeroplane in accordance with the instructions of Airbus Service Bulletin (SB) A330-56-3009 Revision 01, or SB A340-56-4008, or SB A340-56-5002, as applicable to aeroplane type and model. A review of aeroplane delivery or maintenance records is acceptable to determine the Manufacturer, P/N and S/N of the installed windshields, provided the Manufacturer, P/N and S/N of the installed windshields can be conclusively determined from that review.</li> <li>(2) If the installed LH and/or RH windshield(s) is/are manufactured by SGS and the identified P/N and S/N is/are listed in Airbus SB A330-56-3009 Revision 01, or SB A340-56-4008, or SB A340-56-5002, as applicable to aeroplane type and model, within 9 months after the effective date of this AD, replace the affected LH and/or RH windshield(s) in accordance with the instructions of Airbus SB A330-56-3009 Revision 01, or SB A340-56-4008, or SB A340-56-5002, as applicable to aeroplane type and model.</li> <li>(3) Accomplishment of the instructions of SB A330-56-3009 at original issue, is acceptable to comply with the requirements of paragraphs (1) and (2) of this AD.</li> <li>(4) From the effective date of this AD, do not install on an aeroplane any affected windshield from SGS and having a P/N and S/N as listed in Airbus SB A330-56-3009 Revision 01, or SB A340-56-4008, or SB A340-56-5002, as applicable to aeroplane type and model, unless a suffix "U" is added at the S/N.</li> </ol>
<p>Ref. Publications :</p>	<p>Airbus SB A330-56-3009 original issue dated 04 May 2010 or Revision 01 dated 27 January 2011,  Airbus SB A340-56-4008 original issue dated 04 May 2010,  Airbus SB A340-56-5002 original issue dated 04 May 2010.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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. This AD was posted on 10 November 2011 as PAD 11-117 for consultation until 08 December 2011. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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;  E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>