

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0009 Date: 13 January 2012 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 27	Flight Controls – Spoiler Servo Controls (SSC) – Identification / Operational Test
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN). Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN.
Reason:	Two operators have reported that several spoilers did not remain locked in the retracted position (lifted up without order) after manual depressurization of the corresponding hydraulic circuit during flight test. Subsequent checks on ground confirmed that, for each affected spoiler surface, the spoiler was fitted with one MZ-type Spoiler Servo Control (SSC) (Part Number (P/N) MZ4339390-12 or P/N MZ4306000-12). The results of the investigations on the affected SSCs, done by the supplier, revealed that the loss of the hydraulic locking function – which is ensured by a blocking valve – was due to an internal leakage caused by a sheared seal. This seal is installed at the left end of the blocking valve. During the on-wing modification of the maintenance cover, blocking valve movement may have damaged the seal on the outer diameter of the blocking valve assembly, causing the loss of the hydraulic locking function. This condition, if not detected and corrected, if occurring during take-off and go-around phases in combination with one engine inoperative, could jeopardise the aeroplane safe flight. For the reasons described above, this AD requires the identification of the

	installed SSCs, to perform an operational test of the hydraulic locking function of the affected SSCs and to accomplish the applicable corrective actions if any discrepancy is detected during the operational test. This AD also requires reporting operational test results to Airbus.
Effective Date:	27 January 2012
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 90 days after the effective date of this AD, identify the P/N of all SSCs installed on aeroplane in accordance with the instructions of Airbus All Operators Telex (AOT) A330-27A3185 or AOT A340-27A4181, as applicable to aeroplane type. A review of aeroplane maintenance records is acceptable to identify the P/N of the installed SSC, provided that the P/N of the installed SSC can be conclusively determined from that review. (2) If one of the installed SSC has a P/N MZ4339390-12 or a P/N MZ4306000-12 (MZ-Type), within 90 days after the effective date of this AD, accomplish an operational test of the hydraulic locking function at each position fitted with a MZ-type SSC. If any discrepancy is detected during this operational test, within the compliance time defined in the Airbus AOT A330-27A3185 or AOT A340-27A4181, as applicable to aeroplane type, depending on the hydraulic circuit, accomplish the applicable corrective actions in accordance with the instructions of Airbus AOT A330-27A3185 or AOT A340-27A4181, as applicable to aeroplane type. (3) Within 30 days after accomplishment of the operational test as required by paragraph (2) of this AD, report the results of the test, including no findings, to Airbus.
Ref. Publications:	Airbus AOT A330-27A3185 dated 04 January 2012. Airbus AOT A340-27A4181 dated 04 January 2012. 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 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. 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 SAS –Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.