

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0082</p> <p>Date: 15 May 2012</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>Design Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A330 and A340 aeroplanes</p>	
<p>TCDS Numbers:</p>	<p>EASA.A.004, EASA.A.015</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>This AD supersedes EASA AD 2010-0267 Dated 21 December 2010.</p>	
<p>ATA 27</p>	<p>Flight Controls – Wing Tip Brakes – Operational Test/Replacement</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 (MSN).</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 MSN.</p>	
<p>Reason:</p>	<p>Several wing tip brakes (WTB) have lost their braking function in service. Inspection by the manufacturer of these units revealed that the drive shaft was found free to rotate and the braking discs worn. Investigations are still on-going to determine the exact root cause.</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>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, EASA issued AD 2010-0267 to require a one-</p>	

	<p>time Operational Test of the WTB/POB performance on the flap and slat systems to detect any dormant failure and, depending on findings, applicable corrective actions. This AD also required the reporting of findings, including none, to the TC holder.</p> <p>Since issuance of EASA AD 2010-0267, additional occurrences have been reported. The results of the investigations revealed that WTB fitted with brake plates manufactured by JURID (Part Number (P/N) 1007A0000-03, P/N 1007A0000-04, or P/N 1007A0000-05) are more sensitive to wear than those manufactured by MIBA (P/N 1007A0000-06 or P/N 1007B0000-01).</p> <p>For the reason described above, this AD retains the requirements of EASA AD 2010-0267, which is superseded, and requires:</p> <ul style="list-style-type: none"> • a repetitive Operational Test of the WTB/POB performance on the flap and slat systems, and • embodiment of the terminating action which consists in the installation of WTB standard build on brake plates manufactured by MIBA. 						
Effective Date:	29 May 2012						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 30 days after the effective date of this AD, identify the 4 WTB P/Ns of the flap and slat systems installed on an aeroplane in accordance with the instructions of Airbus Alert Operators Transmission (AOT) A27L001-12. (2) A review of Airbus aeroplane inspection report (AIR) or aeroplane maintenance records is acceptable in lieu of the identification required by paragraph (1) of this AD if the P/N of the installed WTB can be conclusively identified from that review. (3) If a P/N identified as required by paragraph (1) or (2) of this AD is P/N 1007A0000-03, or P/N 1007A0000-04, or P/N 1007A0000-05, within the compliance time defined in table 1 of this AD and thereafter at intervals not to exceed 1000 Flight Hours (FH), perform the Operational Test of the WTB/POB on the affected flap and/or slat systems in accordance with the instructions of Airbus AOT A27L001-12. <p style="text-align: center;">Table 1 – Initial operational test</p> <table border="1" data-bbox="563 1328 1444 1585"> <thead> <tr> <th></th> <th>Compliance time (whichever occurs later, A or B)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td>Within 1 000 FH since the last accomplishment of A330/A340 Maintenance Review Board Report (MRBR) tasks 27.50.00/14 and 27.80.00/10 or since aeroplane first flight, as applicable</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Within 30 days after the effective date of this AD</td> </tr> </tbody> </table> <ol style="list-style-type: none"> (4) If any operational test as required by paragraph (3) of this AD fails, before next flight, replace the affected WTB with a serviceable part, in accordance with the instructions of Airbus AOT A27L001-12. (5) Within 90 days after the accomplishment of the identification as required by paragraph (1) or (2) of this AD, report the identification results to Airbus. Within 90 days after the accomplishment of each operational test as required by paragraph (3) of this AD, report any finding to Airbus. Both actions are to be accomplished in accordance with the instructions of Airbus AOT A27L001-12. (6) Installation of a WTB having P/N 1007A0000-03, P/N 1007A0000-04 or P/N 1007A0000-05 as replacement part, as required by paragraph (4) of 		Compliance time (whichever occurs later, A or B)	A	Within 1 000 FH since the last accomplishment of A330/A340 Maintenance Review Board Report (MRBR) tasks 27.50.00/14 and 27.80.00/10 or since aeroplane first flight, as applicable	B	Within 30 days after the effective date of this AD
	Compliance time (whichever occurs later, A or B)						
A	Within 1 000 FH since the last accomplishment of A330/A340 Maintenance Review Board Report (MRBR) tasks 27.50.00/14 and 27.80.00/10 or since aeroplane first flight, as applicable						
B	Within 30 days after the effective date of this AD						

	<p>this AD, does not constitute terminating action for the repetitive tests required by paragraph (3) of this AD.</p> <p>(7) Within 26 months after the effective date of this AD, replace each WTB having P/N 1007A0000-03, P/N 1007A0000-04 or P/N 1007A0000-05 with a WTB having P/N 1007A0000-06 in accordance with the instructions of Airbus AOT A27L001-12.</p> <p>(8) Modification of an aeroplane as required by paragraph (7) of this AD constitutes terminating action for the repetitive tests required by paragraph (3) of this AD for that aeroplane.</p> <p>(9) As an alternative to the modification required by paragraph (7) of this AD, installation of WTB having P/N 1007B0000-01 in accordance with the instructions of Airbus AOT A27L001-12 is acceptable to comply with requirements of paragraph (7) of this AD and constitutes terminating action for the repetitive tests required by paragraph (3) of this AD.</p> <p>(10) From the effective date of this AD, for aeroplanes on which Airbus Mod. 43512 has been embodied in production, do not install on that aeroplane any WTB having P/N 1007A0000-03, P/N 1007A0000-04 or P/N 1007A0000-05.</p> <p>From the effective date of this AD, for aeroplanes on which Airbus Mod. 43512 has not been embodied in production, installation of a replacement WTB having P/N 1007A0000-03, P/N 1007A0000-04 or P/N 1007A0000-05 is allowed provided that, after its installation, it has successfully passed the operational test in accordance with the instructions of Airbus AOT A27L001-12.</p>
Ref. Publications:	<p>Airbus AOT A27L001-12 dated 26 April 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 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 questions concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL, Fax: +33 5 61 93 45 80 or + 33 5 61 93 44 51. E-mail: airworthiness. A330-A340@airbus.com