

EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	<p>PAD No. : 05-025</p> <p>Date: 22 December 2005</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name:	Type/Model designation(s):
AIRBUS SAS	A340-500/-600 aircraft
TCDS Number: EASA.A.015	
Foreign AD: Not applicable	
Supersedure: None	
ATA 29	Ram Air Turbine (RAT) - Inspection of anti-stall valve
Manufacturer(s):	AIRBUS SAS
Applicability:	<p>AIRBUS A340 aircraft, models -541 and -642, all serial numbers, equipped with a RAT module model ERPS33T PN 772722D or 772722E, serial numbers 0001 to 0024 inclusive and 0101 to 0166 inclusive containing a PARKER hydraulic pump PN 4217701 or 4217702.</p> <p>Reminder: the operator is responsible for ensuring that any RAT module installed as a replacement on aircraft after accomplishment of this Airworthiness Directive (AD) does not question the compliance of the aircraft with the requirements of this AD.</p>
Reason:	<p>Operators have reported a failure in the operation of the RAT during scheduled ground tests.</p> <p>Investigations conducted by Hamilton-Sundstrand on affected RATs 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 to provide enough hydraulic pressure.</p> <p>This situation, if not corrected, could lead in flight to a significant lower RAT-Pump pressure supply in emergency cases.</p>
Effective Date:	Proposed 8 February 2006

Compliance:	<p>Unless already accomplished, the following measures are rendered mandatory on the effective date of this AD:</p> <p>Before December 31, 2006, inspect the RAT anti-stall device in accordance with the instructions defined in AIRBUS Service Bulletin (SB) A340-29-5010.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A340-29-5010</p> <p>Any later approved revision of this SB is acceptable.</p>
Remarks:	<p>Comments regarding this PAD should be referred to Mr M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.eu.int</p> <p>The closing date for comments is 25 January 2006</p>