

EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 08-003</p> <p>Date: 04 January 2008</p>	
<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.</p>		
<p>Type Approval Holder's Name : AIRBUS</p>	<p>Type/Model designation(s) : A330 and A340 aircraft</p>	
<p>TCDS Number: EASA A.004, EASA A.015</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: This AD supersedes EASA EAD 2007-0222 R1-E dated 24 September 2007.</p>		
ATA 27	Flight Controls – Flap Down Drive Shaft – Inspection	
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS aircraft A330-200, A330-300, A340-200, A340-300, A340-500 and A340-600 series, all certified models, all manufacturer serial numbers.</p>	
<p>Reason:</p>	<p>Several cases of corrosion and damage on the Down Drive Shafts (DDS), between the Down Drive Gear Box (DDGB) and the Input Gear Box (IPGB), on all 10 Flap Tracks (5 per wing), have been reported by AIRBUS Long Range Operators.</p> <p>Investigations have revealed that corrosion and wear due to absence of grease in the spline interfaces could cause down drive shaft disconnection which could result in a free movable flap surface potentially leading to aircraft asymmetry or even flap detachment.</p> <p>Emergency Airworthiness Directive (EAD) 2007-0222 mandated on all aircraft older than 6 years since AIRBUS original delivery date of the aircraft an initial inspection of all DDS and IPGB for corrosion and wear detection in order to replace any damaged part.</p> <p>Revision 1 of the EAD 2007-0222 aimed for clarifying the compliance instructions.</p> <p>The present AD supersedes the EAD 2007-0222 R1-E and mandates repetitive inspections every 6 years for all the fleet.</p>	

Effective Date:	Proposed : 14 days after final AD issue date
Compliance:	<p>Section A : applicable to AIRBUS A330 aircraft, all certified models, all manufacturer serial numbers (MSN) up to MSN 0420 included and AIRBUS aircraft A340-200 and A340-300 series, all certified models, all manufacturer serial numbers up to MSN 0415 included except MSN 0385, 0395 (see note below):</p> <ol style="list-style-type: none"> 1. Unless already accomplished, within 24 months following 16 August 2007 [the effective date of EAD 2007-0222-E], <p>In accordance with instructions of the relevant AIRBUS Service Bulletin (SB) A330-27-3151 or SB A340-27-4151, perform simultaneously detailed visual inspections of the Input Gear Boxes (IPGB) and of the Down Drive Shafts (DDS) on all flap tracks on both wings for corrosion and wear detection and apply the associated corrective actions, within the compliance time defined in the associated SB.</p> 2. At 16 August 2007 [the effective date of EAD 2007-0222-E], for aircraft which had 10 years or more since AIRBUS original delivery date (see note below) : <p>Unless already accomplished, within 4 months following 16 August 2007 [the effective date of EAD 2007-0222-E].</p> <p>In accordance with instructions of the relevant AIRBUS SB A330-27-3151 or SB A340-27-4151, perform simultaneously detailed visual inspections of the Input Gear Boxes (IPGB) and of the Down Drive Shafts (DDS) on flap tracks 2 and 4 on both wings for corrosion and wear detection and apply the associated corrective actions, within the compliance time defined in the associated SB.</p> 3. The inspection results, whatever they are, must be reported to AIRBUS. 4. Within 6 years from the inspection performed as per SB A330-27-3151 or SB A340-27-4151, and thereafter at intervals not exceeding 6 years, perform simultaneously detailed visual inspections of the IPGB and of the DDS on all flap tracks on both wings in accordance with instructions of the relevant AIRBUS SB A330-27-3152 or SB A340-27-4152 and apply the associated corrective actions, within the compliance time defined in the associated SB. <p>Section B : applicable to all aircraft part of the applicability except those part of Section A;</p> <p>Within 6 years after the original delivery date of the aircraft (see note below) or within 20 months following the effective date of this AD, whichever occurs later, and thereafter at intervals not exceeding 6 years:</p> <p>In accordance with instructions of the relevant AIRBUS SB A330-27-3152 or SB A340-27-4152 or A340-27-5040, perform simultaneously detailed visual inspections of the Input Gear Boxes (IPGB) and of the Down Drive Shafts (DDS) on all flap tracks on both wings for corrosion and wear detection and apply the associated corrective actions, within the compliance time defined in the associated SB.</p>

	<p>Note: AIRBUS must be contacted in order to get appropriate information for aircraft on which AIRBUS original delivery date of the aircraft is unknown to the operator.</p>
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletin A330-27-3151 Original issue; AIRBUS Service Bulletin A330-27-3152 Original issue; AIRBUS Service Bulletin A340-27-4151 Original issue; AIRBUS Service Bulletin A340-27-4152 Original issue; AIRBUS Service Bulletin A340-27-5040 Original issue.</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"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The closing date for comments is 01 February 2008. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification 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 – EAL. Fax: + 33 5 61 93 45 80 or + 33 5 61 93 44 51, E- mail: airworthiness.A330-A340@airbus.com.