

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 11-095 Date: 13 September 2011 Note: This Proposed Airworthiness Directive (PAD) 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.
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A330 and A340 aeroplanes
TCDS Numbers: EASA.A.004, EASA.A.015	
Foreign AD: Not applicable	
Supersedure: None	
ATA 29	Hydraulic Power – Ram Air Turbine Actuator – Identification / Replacement
Manufacturer(s):	Airbus (formerly AIRBUS INDUSTRIE)
Applicability:	Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, 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), except those on which Airbus modification 201043 has been embodied in production. 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, except those on which Airbus modification 201043 or 201042 has been embodied in production.
Reason:	During a production test flight, a Ram Air Turbine (RAT) did not deploy when tested. An investigation, conducted by the RAT manufacturer Hamilton Sundstrand (HS) and Arkwin Industries, revealed that the RAT did not deploy due to insufficient stroke inside one of the actuator deployment solenoids. This condition, if occurring following a total engine flame out, or during a total loss of normal electrical power generation, could possibly result in reduced control of the aeroplane. For the reasons described above, this AD requires the modification of the affected RAT actuator deploy mechanism, or replacement of the RAT actuator with a modified unit.
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 15 000 flight hours or 36 months, whichever occurs first after the effective date of this AD, in accordance with the instructions of Airbus Service Bulletin (SB) A330-29-3114 or SB A340-29-4089 or SB A340-29-5018, as applicable to aeroplane model, accomplish the following actions: <u>For A330 and A340-200/300 aeroplanes:</u> (1.1) Identify the supplier, Part Number (P/N) and serial number (s/n) of the installed RAT actuator. (1.2) If the supplier is Arkwin and the identified actuator P/N and s/n are listed as already modified in HS SB No. ERPS06M-29-18, but not yet re-identified, re-identify the actuator and the RAT. (1.3) If the supplier is Arkwin and the identified actuator P/N and s/n are listed as not modified in HS SB No. ERPS06M-29-18, replace the RAT actuator with a serviceable unit and re-identify the RAT. <u>For A340-500/600 aeroplanes:</u> (1.4) Identify the P/N and S/N of the installed RAT actuator. (1.5) If the identified actuator P/N and s/n are listed as already modified in HS SB No. ERPS33T-29-5, but not yet re-identified, re-identify the actuator and the RAT. (1.6) If the identified actuator P/N and s/n are listed as not modified in HS SB No. ERPS33T-29-5, replace the RAT actuator with a serviceable unit and re-identify the RAT. (2) From the effective date of this AD, do not install on an aeroplane any RAT actuator as identified in paragraphs (2.1) and (2.2) of this AD, as applicable, except within the provisions of each paragraph. (2.1) Any RAT actuator P/N 5912958 or 1211575-001 or any RAT P/N 1702934A having a s/n listed as affected in HS SB No. ERPS06M-29-18, unless the RAT actuator has been replaced with a serviceable unit and the RAT has been re-identified, as applicable, in accordance with the instructions of Airbus SB A330-29-3114 or SB A340-29-4089, as applicable to aeroplane model. (2.2) Any RAT actuator P/N 5912536 or 1211526-002 or any RAT P/N 772722F having a s/n listed as affected in HS SB No. ERPS33T-29-5, unless the RAT actuator has been replaced with a serviceable unit and the RAT has been re-identified, as applicable, in accordance with the instructions of Airbus SB A340-29-5018.
Ref. Publications :	Airbus SB A330-29-3114 original issue dated 18 May 2011. Airbus SB A340-29-4089 original issue dated 18 May 2011. Airbus SB A340-29-5018 original issue dated 18 May 2011. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD. Hamilton Sundstrand SB No. ERPS06M-29-18 and SB No. ERPS33T-29-5, both original issue dated 08 March 2011.
Remarks :	1. This Proposed AD will be closed for consultation on 11 October 2011. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EAL. E-mail: airworthiness.A330-A340@airbus.com.