


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-131</p> <p>Date: 29 August 2013</p> <p>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.</p>
<p>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.</p>	
<p>Design Approval Holder's Name:</p> <p>AIRBUS</p>	<p>Type/Model designation(s):</p> <p>A330 and A340 aeroplanes</p>
TCDS Number:	EASA.A.004 and EASA.A.015
Foreign AD:	Not applicable
Supersedure:	None
ATA 27	Flight Controls – Spoiler Servo Control / Hydraulic Locking Function – Operational Test
Manufacturer(s):	Airbus (Formerly Airbus Industrie)
Applicability:	<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, A340-643 and A340-642 aeroplanes, all MSN.</p>
Reason:	<p>During a post-flight maintenance checks accomplished on an A330 and on an A340 aeroplanes, it was identified that seven spoiler servo-controls MZ series had lost their hydraulic locking function. The results of the subsequent technical investigation accomplished in-shop by the part supplier confirmed the system failure was due to a sheared seal on the blocking valve, ensuring the blocking function of the spoiler. It is suspected that the seal damage may have occurred during accomplishment of a modification to fit a new design of maintenance cover on wing, required by EASA AD 2008-0160.</p> <p>This condition, if not detected and corrected, in combination with one engine inoperative at take-off, could result in reduced control of the aeroplane.</p> <p>Prompted by these findings, Airbus issued All Operators Telex (AOT) A330-27A3185 and AOT A340-27A4181 to request a one-time operational test of the Hydraulic Locking Function for aeroplanes on which spoiler are fitted with MZ type Spoiler Servo Control (SSC) Part Number (P/N) MZ4339390-12 or P/N MZ4306000-12 and EASA issued AD 2012-0009 to require accomplishment of</p>

	<p>this test.</p> <p>Since that AD was issued, Airbus re-assessed the situation and determined that it is necessary to introduce repetitive inspections of the SSC, irrespective of SSC type. Airbus issued three SB for those repetitive inspections on all A330, A340, and A340-500/600 aeroplanes.</p> <p>For the reason describe above, this AD requires repetitive operational tests of the hydraulic locking function of the SSC installed on the Blue and Yellow hydraulic circuits, irrespective of SSC type, and, depending on test results, replacement of the SSC.</p>						
Effective Date:	[TBD: 14 days after final AD issue date]						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Initially, within the compliance time defined in the Table 1 of this AD, and, thereafter, at intervals not to exceed 48 months, accomplish an operational test of the hydraulic locking function on each SSC (any type), when fitted on Blue or Yellow hydraulic circuits, in accordance with the instructions of Airbus SB A330-27-3195, or SB A340-27-4188, or SB A340-27-5059, as applicable.</p> <p style="text-align: center;">Table 1 Initial Operational Test Threshold</p> <table border="1"> <thead> <tr> <th colspan="2">Compliance time, whichever occurs later, A or B</th></tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td><td>Within 48 months since aeroplane first flight, or since accomplishment of an operational test in accordance with the instructions of Airbus AOT A330-27A3185 or AOT A340-27A4181, as applicable</td></tr> <tr> <td style="text-align: center;">B</td><td>Within 24 months after the effective date of this AD</td></tr> </tbody> </table> <p>(2) If, during any operational test as required by paragraph (1) of this AD, the hydraulic locking function of a SSC fails the test, before next flight, replace the affected SSC with a serviceable part, in accordance with the instructions of Airbus SB A330-27-3195, or SB A340-27-4188, or SB A340-27-5059, as applicable.</p> <p>(3) Replacement of a SSC does not constitute terminating action for the repetitive operational tests as required by paragraph (1) of this AD.</p> <p>(4) From the effective date of this AD, installation of a SSC is allowed, provided that, following installation when fitted on Blue or Yellow hydraulic circuits, the operational tests of the hydraulic locking function, as required by paragraph (1) of this AD, are accomplished.</p>	Compliance time, whichever occurs later, A or B		A	Within 48 months since aeroplane first flight, or since accomplishment of an operational test in accordance with the instructions of Airbus AOT A330-27A3185 or AOT A340-27A4181, as applicable	B	Within 24 months after the effective date of this AD
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Ref. Publications:	<p>Airbus AOT A330-27A3185, dated 04 January 2012.</p> <p>Airbus AOT A340-27A4181, dated 04 January 2012.</p> <p>Airbus SB A330-27-3195, Original issue dated 07 December 2012.</p> <p>Airbus SB A340-27-4188, Original issue dated 07 December 2012.</p> <p>Airbus SB A340-27-5059, Original issue dated 15 April 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
Remarks:	<p>1. This Proposed AD will be closed for consultation on 26 September 2013.</p> <p>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>3. For any question concerning the technical content of the requirements in</p>						

	this PAD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com .
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