

<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<b>PAD No.: 14-165</b>  <b>Date: 10 November 2014</b>  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.	
<b>Design Approval Holder's Name:</b> AIRBUS		<b>Type/Model designation(s):</b> A330 and A340 aeroplanes
TCDS Numbers: EASA.A.004, EASA.A.015		
Foreign AD: Not applicable		
Supersedure: None		
<b>ATA 29</b>	<b>Hydraulic Power – Ram Air Turbine Actuator – Identification / Modification</b>	
<b>Manufacturer(s):</b>		Airbus (formerly Airbus Industrie)
<b>Applicability:</b>		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 204067 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.
<b>Reason:</b>		During a scheduled Ram Air Turbine (RAT) operational test on an A330 aeroplane, the RAT did not deploy in automatic mode. The subsequent investigation conducted by the RAT manufacturer Hamilton Sundstrand (HS) and Arkwin Industries, revealed that this failure to deploy was due to an inadequate stroke margin in the manufacturing shimming procedure of the actuator deployment solenoids.  This condition, if not corrected, could possibly result in reduced control of the aeroplane, particularly if occurring following a total engine flame out, or during a total loss of normal electrical power generation.  Prompted by this unsafe condition, Airbus issued Service Bulletin (SB) A330-29-3126, SB A340-29-4097 and SB A340-29-5025, providing instructions to identify the manufacturer, part number (P/N) and serial number (s/n) of the RAT actuator, and to modify the shimming procedure for the affected RAT actuator.  For the reasons described above, this AD requires identification of the affected

	RAT actuators and, depending on its configuration (modified or not), the accomplishment of applicable corrective actions.									
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) Within 30 months after the effective date of this AD, in accordance with the instructions of Airbus SB A330-29-3126 or SB A340-29-4097 or SB A340-29-5025, as applicable to aeroplane model, accomplish the actions as required by paragraph (2) or (3) of this AD, as applicable to aeroplane type.</p> <p>(2) <b>For A330 and A340-200/300 aeroplanes</b>, if the manufacturer of the actuator of the RAT is Arkwin Industries, identify the P/N and s/n of the installed RAT actuator, and:</p> <p>(2.1) If the identified actuator P/N and s/n are listed in HS SB No. ERPS06M-29-21 as already modified, but not yet re-identified, re-identify the actuator and the RAT.</p> <p>(2.2) If the identified actuator P/N and s/n are listed in HS SB No. ERPS06M-29-21 as not modified, modify the RAT actuator and re-identify the RAT.</p> <p>(2.3) If the actuator identification plate is missing, or the P/N and s/n are not listed in HS SB No. ERPS06M-29-21, modify the RAT actuator and re-identify the RAT.</p> <p>(3) <b>For A340-500/600 aeroplanes</b>, identify the P/N and s/n of the installed RAT actuator, and:</p> <p>(3.1) If the identified actuator P/N and s/n are listed in HS SB No. ERPS33T-29-7 as already modified, but not yet re-identified, re-identify the actuator and the RAT.</p> <p>(3.2) If the identified actuator P/N and s/n are listed in HS SB No. ERPS33T-29-7 as not modified, modify the RAT actuator and re-identify the RAT.</p> <p>(3.3) If the actuator identification plate is missing or the P/N and s/n are not listed in HS SB No. ERPS33T-29-7, modify the RAT actuator and re-identify the RAT.</p> <p>(4) From the effective date of this AD, installation on an aeroplane of any RAT actuator or RAT as listed by P/N in Table 1 of this AD is allowed, under the conditions as specified in paragraph (4.1) or (4.2) of this AD, as applicable to aeroplane type.</p> <p style="text-align: center;">Table 1 – Affected RAT and Actuators</p> <table><tr><th>Affected Aeroplanes</th><th>RAT P/N</th><th>RAT Actuator P/N</th></tr><tr><td>A330-200, A330-200F, A330-300, A340-200 and A340-300</td><td>1702934C 1702934D 766351A 768084A 770379A 770952C 770952D 770952E</td><td>5912958 5915768</td></tr><tr><td>A340-500 and -600</td><td>772722H 772722J 772722L</td><td>5912536 5915769</td></tr></table>	Affected Aeroplanes	RAT P/N	RAT Actuator P/N	A330-200, A330-200F, A330-300, A340-200 and A340-300	1702934C 1702934D 766351A 768084A 770379A 770952C 770952D 770952E	5912958 5915768	A340-500 and -600	772722H 772722J 772722L	5912536 5915769
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	<p>(4.1) For A330 and A340-200/300 aeroplanes, a RAT actuator, or a RAT, having a s/n listed as affected and modified in HS SB No. ERPS06M-29-21, and the RAT has been re-identified in accordance with the instructions of Airbus SB A330-29-3126 or SB A340-29-4097, as applicable to aeroplane model.</p> <p>(4.2) For A340-500/600 aeroplanes, a RAT actuator, or a RAT, having a s/n listed as affected and modified in HS SB No. ERPS33T-29-7, and the RAT has been re-identified in accordance with the instructions of Airbus SB A340-29-5025.</p> <p>(5) For A330 and A340-200/300 aeroplanes, modification of an aeroplane as required by this AD also constitutes compliance with the requirements of EASA AD 2011-0197, EASA AD 2011-0204R1 and EASA AD 2013-0274 for that aeroplane.</p> <p>(6) For A340-500/600 aeroplanes, modification of an aeroplane as required by this AD also constitutes compliance with the requirements of EASA AD 2011-0204R1 and EASA AD 2013-0274 for that aeroplane.</p>
Ref. Publications:	<p>Airbus SB A330-29-3126 original issue dated 12 June 2014.</p> <p>Airbus SB A340-29-4097 original issue dated 12 June 2014.</p> <p>Airbus SB A340-29-5025 original issue dated 16 June 2014.</p> <p>The use of later approved revisions of the above documents is acceptable for compliance with the requirements of this AD.</p> <p>Hamilton Sundstrand SB No. ERPS06M-29-21 original issue dated 27 May 2014.</p> <p>Hamilton Sundstrand SB No. ERPS33T-29-7 original issue dated 06 June 2014.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 08 December 2014.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EAL. E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>