


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0204R1</p> <p>Date: 20 March 2013</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A330 and A340 aeroplanes</p>	
<p>TCDS Numbers: EASA.A.004, EASA.A.015</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2011-0204 dated 14 October 2011.</p>		
ATA 29	Hydraulic Power – Ram Air Turbine Actuator – Identification / Replacement	
<p>Manufacturer(s): Airbus (formerly AIRBUS INDUSTRIE)</p>		
<p>Applicability:</p>	<p>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.</p> <p>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.</p>	
<p>Reason:</p>	<p>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.</p> <p>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.</p> <p>For the reasons described above, this AD requires the modification of the affected RAT actuator deployment mechanism, or the replacement of the RAT actuator with a modified unit.</p> <p>This AD is revised to allow the use of 2 later revisions of Hamilton Sundstrand Service Bulletin (SB) No. ERPS06M-29-18 or HS SB No. ERPS33T-29-5, as applicable, for showing compliance with this AD.</p>	

Effective Date:	Revision 1: 27 March 2013 Original issue: 28 October 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 15 000 flight hours or 36 months, whichever occurs first after 28 October 2011 [the effective date of this AD at original issue], in accordance with the instructions of Airbus SB A330-29-3114 or SB A340-29-4089 or SB A340-29-5018, as applicable to aeroplane model, accomplish the following actions:</p> <p><u>For A330 and A340-200/300 aeroplanes:</u></p> <p>(1.1) Identify the supplier, Part Number (P/N) and serial number (s/n) of the installed RAT actuator.</p> <p>(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.</p> <p>(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.</p> <p><u>For A340-500/600 aeroplanes:</u></p> <p>(1.4) Identify the P/N and S/N of the installed RAT actuator.</p> <p>(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.</p> <p>(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.</p> <p>(2) From 28 October 2011 [the effective date of this AD at original issue], 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.</p> <p>(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.</p> <p>(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.</p>
Ref. Publications :	<p>Airbus SB A330-29-3114 original issue dated 18 May 2011.</p> <p>Airbus SB A340-29-4089 original issue dated 18 May 2011.</p> <p>Airbus SB A340-29-5018 original issue dated 18 May 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>Hamilton Sundstrand SB No. ERPS06M-29-18 original issue dated 08 March 2011 or Revision 1 dated 26 August 2011 or Revision 2 dated 10 February 2012.</p> <p>Hamilton Sundstrand SB No. ERPS33T-29-5, original issue dated 08 March 2011 or Revision 1 dated 30 November 2011 or Revision 2 dated 19 June 2012.</p>

Remarks :	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. The original issue of this AD was posted on 13 September 2011 as PAD 11-095 for consultation until 11 October 2011. No comments were received during the consultation period.3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 – Airworthiness Office – EAL. E-mail: airworthiness.A330-A340@airbus.com.
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