
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A330/2 and issues the following AD under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Airbus Industrie A330 Series Aeroplanes**AD/A330/2
Amdt 1****Digital Distance and Radio
Magnetic Indicators****11/2003**

Applicability: All A330 series aeroplanes, all Manufacturer Serial Numbers after 0253, fitted with a Thales Avionics (formerly Sextant or Sextant Avionique) Digital Distance and Radio Magnetic Indicator (DDRMI) part number (P/N) 63543-253-1 or 63543-253-2.

All other A330 series aeroplanes fitted with a Thales Avionics DDRMI with P/N 63543-253-1 or 63543-253-2 and having a serial number (S/N) different from the S/N recorded in the Aircraft Inspection Report (AIR) delivered from the production line, or with a Thales Avionics DDRMI that has been repaired after May 1999.

This Directive is not applicable to aircraft on which Airbus modification 50453 has been embodied during production (DDRMI P/N 63543-253-3 installed) or a DDRMI P/N 63543-253-3 has been incorporated vide Airbus Industrie Service Bulletin A330-34-3113 Revision 01 dated 15 July 2003.

Requirement:

1. Deactivate the DDRMI in accordance with paragraph 4 of Airbus Industrie All Operator Telex (AOT) A330-34A3109 Revision 01 dated 21 August 2002.
2. Dispatch with an inoperative standby compass (Master Minimum Equipment List [MMEL] item 34-22-02 a) is limited to a 'B' rectification interval.

Note 1: This Airworthiness Directive supersedes the MMEL for the inoperative DDRMI despatch condition (reference 34-57-01). Therefore this Airworthiness Directive may supersede any Minimum Equipment List (MEL) limitation concerning the DDRMI in accordance with AOT A330-34A3109 Revision 01 paragraph 3.5.

Note 2: DGAC AD 2002-459(B) R2 refers.

Compliance: For Requirement 1 - Remains unchanged as 'Within seven days after the effective date of the original issue of this Directive'.

For Requirement 2 - As of the effective date of this Amendment.

This Amendment becomes effective on 30 October 2003.

Airbus Industrie A330 Series Aeroplanes

AD/A330/2 Amdt 1 (continued)

Background: Airbus received reports from two operators advising of DDRMI circuit breakers tripping, followed by loss of VOR and DME sources for navigation and displays. Investigations showed the DDRMI power transformer had short circuited, leading to leakage of 115 VAC to systems connected to the DDRMI ARINC 429 busses.

The original issue of this Directive required temporary deactivation of the DDRMI to prevent possible loss of essential equipment due to an in-flight failure of the DDRMI.

This amendment provides relief from the Requirement 2 MEL restriction by identifying a Service Bulletin which provides for the installation of DDRMI P/N 63543-253-3.

This original issue of this Airworthiness Directive became effective on 30 October 2002.



Jim Coyne
Delegate of the Civil Aviation Safety Authority

18 September 2003