
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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/A330/16

Rudder Servo-Controls

5/2003

Applicability: All Model A330-201, -202, -203, -223, and -243 aircraft; except for aircraft with Airbus Modification 48510 incorporated in production, or Airbus Service Bulletin A330-27-3101 incorporated in service.

Requirement: Modify the three rudder servo-controls in accordance with Airbus Service Bulletin A330-27-3101.

Note: DGAC AD 2003-102(B) refers.

Compliance: Before 30 June 2005, unless already accomplished.

This Airworthiness Directive becomes effective on 15 May 2003.

Background: During a pre-flight check on a Model A330-200 aircraft, the message "F/CTL RUD Y SERVO JAM" was displayed. Two further occurrences have been reported on other aircraft. Investigation revealed the driving finger of the affected rudder servo-control had failed due to fatigue, with consequent loss of the rudder servo-control. If not corrected, loss of the rudder servo-control, combined with an engine failure at take-off or during go-around, could lead to a potentially critical situation.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

4 April 2003