
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A330/20 and issues the following AD under subregulation 39.001(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/A330/20
Amdt 1

Leading Edge Slat Type A Actuators

8/2005

Applicability: Airbus A330 series aeroplanes with leading edge slat rotary actuator Type A installed with Part Numbers (PN) 954A0000-01 or PN 954A0000-02 or PN 954B0000-01, but excluding Airbus A330 series aeroplanes on which Airbus modification 50138 or Service Bulletin (SB) A330-27-3100 or SB A330-27-3105 has been embodied.

- Requirement:**
1. With the exception of leading edge slat rotary actuators Type A that **have not been** subjected to Maintenance Review Board (MRB) task 27.80.00-07 “Lubrication of Slats Rotary Actuators”, carry out an inspection of the torque limiter assembly for grease contamination in accordance with the instructions of Airbus SB A330-27-3104 Revision 1; and
 - a. should grease be found in the torque limiter during inspection, replace the rotary actuator; and
 - b. should no grease be found in the torque limiter during inspection, repeat the inspection for grease contamination in accordance with the instructions of Airbus SB A330-27-3104 Revision 1.
 2. Should grease be found in the torque limiter during one of the repetitive inspections required by Requirement 1(b), replace the rotary actuator in accordance with the instructions of Airbus SB A330-27-3104 Revision 1.
 3. Discontinue use of MRB task 27.80.00-07 repetitive lubrication of rotary actuators Type A, Part Numbers (PN) 954A0000-01 or PN 954A0000-02 or PN 954B0000-01 in leading edge slat No.1 and remove that task from the aeroplane maintenance programme (AMM 12.22.27).
 4. Remove from service rotary actuators Type A PN 954A0000-01 or PN 954A0000-02 or PN 954B0000-01 and replace them with modified rotary actuators in accordance with SB A330-27-3100.

The incorporation of SB A330-27-3105 is an acceptable means of compliance for the replacement of rotary actuators Type A PN 954B0000-01.

Airbus Industrie A330 Series Aeroplanes

AD/A330/20 Amdt 1 (continued)

Note 1. The inspection required by Requirement 1 only applies to Type A actuators that have been subjected to the referenced MRB task since aeroplane delivery. This MRB lubrication task is only scheduled from 5 years.

Note 2: Rotary actuators Type B in leading edge slats are not affected by the deletion of this MRB repetitive lubrication task contained in Requirement 3.

Note 3: DGAC AD F-2005-067 EASA approval No.3629 dated 20 April 2005 refers. This directive supersedes DGAC AD 2003-121(B).

Compliance: For Requirement 1, excluding 1(a) & (b): Remains unchanged as detailed in the original issue of this Directive as; unless previously accomplished, carry out within 1,000 flight hours after 7 August 2003. (The effective date of the original issue of this Directive.)

For Requirement 1(a): Remains unchanged as detailed in the original issue of this Directive as, within 7,500 flight hours after 7 August 2003.

For Requirement 1(b): At intervals not exceeding 7,500 flight hours.

For Requirement 2: Not later than 2,500 flight hours after the required repetitive inspection.

For Requirement 3: From the effective date of this Directive.

For Requirement 4: At the latest by 30 June 2008.

This Amendment becomes effective on 4 August 2005.

Background: During a scheduled check on an A340 an excessive leak at the torque limiter output shaft seal of the rotary actuator Type A of leading edge slat No.1 was reported. Investigations by the supplier of the actuator found that parts of the torque limiter were totally contaminated with grease that had migrated from the power gear stage after re-greasing. Such contamination could cause the linkage drive to jam and lead to structural damage with a potential for loss of slat No1 leading edge. This AD is intended to prevent the possible loss of slat No1 leading edge.

This amendment introduces a requirement to replace certain actuators with no change to the previous requirements.

Airbus Industrie A330 Series Aeroplanes

AD/A330/20 Amdt 1 (continued)

The original issue of this AD became effective on 7 August 2003.

A handwritten signature in black ink, appearing to read 'James Coyne', with a stylized flourish at the end.

James Coyne
Delegate of the Civil Aviation Safety Authority

24 June 2005