
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A330/21 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/A330/21
Amdt 1**

Low Pressure Fuel Shut-Off Valve

12/2003

Applicability: Airbus A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342 and -343 series aeroplanes, all serial numbers, fitted with low-pressure fuel shut-off valve (LPSOV) part number (P/N) HTE190021 or HTE190026.

Requirement:

1. Unless already accomplished, carry out the following in accordance with instructions in Airbus Industrie Service Bulletin (SB) A330-28-3083 dated 25 March 2003:
 - a. Remove the LPSOV twin motor actuator (TMA).
 - b. Carry out an inspection of the TMA pedestal in accordance with paragraph 3.C (2) and the flowchart of the SB.
 - c. Measure the distance between the face of the mounting flange and the top of the locating pin in accordance with paragraph 3.C (3) of the SB. If the distance is lower than or equal to 1.08 mm no further action is necessary.
2. If the Requirement 1.c. measurement determines that distance between the face of the mounting flange and the top of the locating pin is greater than 1.08 mm, replace the TMA in accordance with SB A330-28-3083.
3. A TMA with P/N HTE190021 or HTE190026 may not be installed on any aeroplane, as a replacement part, unless Requirement 1.c. has been accomplished.

Note: DGAC AD 2003-359(B) refers.

Compliance: For Requirement 1 - Remains unchanged as 'Within 16,000 hours time in service or within 53 calendar months after the effective date of the original issue of this Directive, whichever occurs first.

For Requirement 2 - Before the next flight after the Requirement 1.c. measurement.

For Requirement 3 - As of the effective date of this Directive.

This Amendment becomes effective on 27 November 2003.

Airbus Industrie A330 Series Aeroplanes

AD/A330/21 Amdt 1 (continued)

Background: During an unscheduled maintenance engine run on an A340 aeroplane, the Fire Push Button Switch was operated but the number 4 engine continued to run for approximately six minutes until shut down by other means. No ECAM warning was triggered and despite the fuel system display indicated a closed position for the LPSOV, the valve was not fully closed.

The valve assembly subsequently operated correctly following replacement of the fuel shut-off valve together with the associated pedestal assembly and the TMA.

Investigations by the supplier of the TMA showed that the locating pin of the TMA and the locating slot in the pedestal had been damaged. It was also found that in some instances, due to manufacturing tolerances, it is possible to install the TMA and the pedestal with an incorrectly aligned locating pin.

The original issue of this Directive corrected a potential unsafe condition by requiring a check of the locating pin length and an inspection of the pedestal for damage. The Directive also prohibited the installation of TMAs with certain part numbers unless they had been inspected.

This Amendment continues the requirements of the original issue, but expands the applicability to include aircraft with Airbus Modification 48225 incorporated during production as LPSOVs with P/N FRH010041 may have been replaced during service with either P/N HTE190021 or HTE190026.

The original issue of this Airworthiness Directive became effective 2 October 2003.



Jim Coyne
Delegate of the Civil Aviation Safety Authority

13 October 2003