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## AIRWORTHINESS DIRECTIVE

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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/A330/30 Amdt 3 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.

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### Airbus Industrie A330 Series Aeroplanes

**AD/A330/30**                      **Argo-Tech/Intertechnique Vent Float Valves**                      **12/2005**  
**Amdt 4**

**Applicability:**      Airbus A330 aircraft models -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343 not incorporating Airbus modification 51953 and either 52110 or 53081 in production or Airbus Service Bulletin (SB) A330-28-3088 Rev 1 and either A330-28-3089 Rev 2 or A330-28-3094 in service.

**Requirement:**      1. Perform a detailed visual borescope inspection of the Trim Tank Vent Float Valve (TTVFV) of the left hand and right hand trim tanks in accordance with Airbus Service Bulletin (SB) A330-28-3086 Rev 1 and SB A330-28-3087 Rev 1 or later DGAC approved revisions.

2. Rectify any defects found during the inspections detailed in Requirement 1 of this Directive, in accordance with Airbus SB A330-28-3086 Rev 1 and SB A330-28-3087 Rev 1 or later DGAC approved revisions.

3. TTVFV replacement:

For the RH trim tank vent float valve Argo-Tech PN 61600:

Replace the TTVFV with a new unit of the same PN in accordance with SB A330-28-3086 Rev 1; or with new PN valve in accordance with SB A330-28-3088 Rev 1 or later DGAC approved revisions.

For the LH trim tank vent float valve Intertechnique PN L87-13-001:

Replace the TTVFV with a new unit of the same PN in accordance with SB A330-28-3087 Rev 1, or with new PN valve in accordance SB A330-28-3089 Rev 2 or SB A330-28-3094 or later DGAC approved revisions.

4. Where the TTVFV is replaced with an Argo-Tech PN 61600 or Intertechnique PN L87-13-001 TTVFV, perform a detailed visual borescope inspection of the TTVFV in accordance with Airbus Service Bulletin (SB) A330-28-3086 Rev 1 and SB A330-28-3087 Rev 1 or later DGAC approved revisions.

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### 5. Terminating Action:

For the RH trim tank outboard float valve Argo-Tech PN 61600, replace the TTVFV in accordance with SB A330-28-3088 Rev 1 (replace Argo-Tech PN 61600 with a new PN) or later DGAC approved revisions.

For the LH trim tank outboard float valve Intertechnique PN L87-13-001, replace the TTVFV in accordance with SB A330-28-3089 Rev 2 (replace Intertechnique PN L87-13-001 with a new PN) or SB A330-28-3094 or later DGAC approved revisions.

Argo-Tech and Intertechnique vent float valves PN 61600 and PN L87-13-001 removed from aircraft must be discarded.

Incorporation of SB A330-28-3088 Rev 1 and either SB A330-28-3089 Rev 2 or SB A330-28-3094 (or later DGAC approved revisions) cancels the requirements of this Directive.

Argo Tech vent float valve new PN 62015-1 installed on the A340 is not interchangeable with new PN 62015-1 installed on the A330 and vice versa.

Intertechnique TTVFV new PN L87-13-002 or PN L87-13-003 installed on the A340 is not interchangeable with new PN L87-13-002 or PN L87-13-003 installed on the A330 and vice versa.

*Note: DGAC AD F-2005-004 EASA approval No. 2005-3642 dated 20 April 2005 refers.*

Compliance: For Requirement 1:

For aircraft where the TTVFV has not been replaced since entry into service of the aeroplane; inspect within 7,500 flight hours from the date that the TTVFV has accumulated 15,000 flight hours or 2,500 flight cycles, whichever occurs first.

For aircraft where the TTVFV has been or is replaced after entry into service; inspect within 15,000 flight hours or 2,500 flight cycles, whichever occurs first, from the date of installation of the TTVFV.

For Requirement 2:

As detailed in the reference documents.

For Requirement 3:

Not later than 10,000 flight hours or 1,500 flight cycles after the last inspection as detailed in Requirement 1 of this Directive.

## Airbus Industrie A330 Series Aeroplanes

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For Requirement 4:

Within 15,000 flight hours or 2,500 flight cycles, whichever occurs first, from the date of installation of the TTVFV.

For Requirement 5:

Unless previously accomplished not later than 31 March 2009.

This Amendment becomes effective on 24 November 2005.

**Background:** This Directive is in response to damage found on the trimmable horizontal stabilizer trim tank vent float valves. Detachment of certain parts of the vent float valves may lead to sparks or an increase in static load and/or structural damage. In combination with other factors this failure may lead to a catastrophic event occurring.

This amendment clarifies that the inspection requirements detailed in Requirement 4 of this Directive only apply to Argo-Tech PN 61600 and Intertechnique PN L87-13-001 TTVFV's.

Amendment 3 introduced a new PN trim tank vent float valve as an additional PN valve to the valve previously listed as a replacement valve in the left hand position.

Amendment 2 of this Directive mandated the modification of the vent float valves and extended the applicability of the Directive to include 2 new models of A330 aircraft.

Amendment 1 clarified the compliance time for Requirement 2.

The original issue of this Directive required the repetitive inspection and correction of any defects found during the inspection.

The original issue of the Directive became effective 15 April 2004.

Amendment 1 of this Directive became effective on 13 May 2004.

Amendment 2 of this Directive became effective on 14 April 2005.

Amendment 3 of this Directive became effective on 7 July 2005.



Jayaprakashan Ambali  
Delegate of the Civil Aviation Safety Authority

6 October 2005