
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/A330/35 Aileron Servo Control Fittings Attachment 8/2004

Applicability: Model A330-201, -202, -203, -223, -243, -301, -321, -322, 323, -341, -342, and -343 aircraft, on which the following Airbus service bulletins or modifications have been incorporated in service or production:

Service Bulletin A330-27-3075 (installation of standard ECP 8) or,

Service Bulletin A330-27-3054 (Mod 45512, installation of standard ECP 9).

Note: Aircraft fitted with aileron servo-controls standard ECP 9 with large head attachment bolts incorporated in production, are not affected by this Directive.

Requirement: Action in accordance with the requirements of DGAC AD F-2004-067.

Note: Airbus Service Bulletins A330-57-3075 Revision 02 and A330-57-3076 refer.

Compliance: As specified in the Requirement document, with a revised effective date of 5 August 2004.

This Airworthiness Directive becomes effective on 5 August 2004.

Background: The manufacturer received reports of bush migration, including two cases of total bush loss, on the inboard and outboard aileron servo-controls actuator fitting, and a report of a crack on the aileron servo-control actuator fitting. Aileron servo-control actuator fitting bush migration and cracking, unless detected and corrected, could lead to rupture of the attachments of the two outboard aileron servo-controls and result in flutter of the control surface.



David Villiers
Delegate of the Civil Aviation Safety Authority

21 June 2004