
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/A330/73 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/A330/73
Amdt 1

APU Generator Oil Pump Module

6/2007
DM

Applicability: AIRBUS A330 series aircraft.

Requirement: 1. Carry out a one-time inspection of the inlet screen (last chance filter) for the Auxiliary Power Unit (APU) generator scavenge-oil pump for signs of debris and if necessary, apply the associated corrective actions, in accordance with the instructions of AIRBUS All Operators Telex (AOT) A330-24A3042 dated 22 March 2007 or later EASA approved revisions.

2. Additional requirement for A330 Aircraft operating under MMEL item 24-22-01 "AC Main Generation" or MMEL item 36-11-01 "Bleed Air Supply System failure":

Perform a check of the differential pressure indicator button on the lube filter and the generator scavenge filter in accordance with the instructions of AOT A330-24A3042 dated 22 March 2007 or later EASA approved revisions.

The repetitive check of Requirement 2 is not required for aircraft operated under MMEL item 36-11-01 and provided the APU generator is removed or deactivated.

Note: EASA Airworthiness Directive (AD) No. 2007-0080-R1 dated 13 April 2007 refers. AD No 2007-0080-R1 supersedes EASA Emergency AD No. 2007-0080-E dated 26 March 2007.

Compliance: 1. Unless already accomplished, no later than 31 May 2007.
2. If applicable, before each flight, after the effective date of this AD, until 31 May 2007.

This Amendment becomes effective on 1 May 2007.

Background: Two A330 operators have reported uncontained APU generator failures on ground. In both events, a loud noise was heard, followed by an APU automatic shutdown.

Airbus Industrie A330 Series Aeroplanes

AD/A330/73 Amdt 1 (continued)

Preliminary investigations confirmed an uncontained APU Generator failure with subsequent aircraft structural damage to the APU compartment and, in one case, to the stabiliser compartment. Loose APU generator parts can lead to damage to the APU fire wall which might reduce its fire extinguishing capability, possibly leading to a temporary uncontrolled fire which constitutes an unsafe condition. Investigations are ongoing to determine the root causes of both events.

The intent of the AD is to mandate a one time inspection in order to get a complete fleet status.

The current amendment of this AD provides relief to the operators from complying with Requirement 2 in certain circumstances.

The original issue of this AD became effective on 29 March 2007.



David Punshon
Delegate of the Civil Aviation Safety Authority

26 April 2007