
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 39.001(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/A330/79****Rudder Control Rod****11/2007**

Applicability: Model A330-200 and A330-300 series aircraft, with the following serial numbers:

0315, 0323, 0333, 0337, 0338, 0342, 0344, 0346, 0349, 0350, 0351, 0356, 0357, 0370, 0375, 0388, 0389, 0398, 0400, 0404, 0407, 0408, 0412, 0427, 0432, 0454, 0493, and 0539.

Requirement: Action in accordance with the requirements of EASA AD 2007-0246.

Note: Airbus Service Bulletin A330-27-3157 original issue, or later EASA approved revision, refers.

Compliance: As specified in the Requirement document, with a revised effective date of 25 October 2007.

This Airworthiness Directive becomes effective on 25 October 2007.

Background: A report was received of a disbond on the composite rudder control rod on a Model A320 aircraft. Investigation revealed the disbond was due to an incorrect low volume of resin in the fibre composite. The supplier and Airbus have confirmed that some rudder control rods installed on A330 aircraft before delivery or delivered as a spare are also affected. Rudder control rod rupture can lead in the worst case, in combination with a yaw damper runaway, to an unsafe condition.



David Villiers
Delegate of the Civil Aviation Safety Authority

13 September 2007