
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/A330/101

Cable Loom 9R Routing

6/2009

Applicability: A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 model aeroplanes, all manufacturer serial numbers (MSN), on which both Airbus modification 40379 and either Airbus modification 49894 or 51304 or 52048 or 52712 or 53559 or 53732 or 54115 or 55632 or 55722 have been embodied during production, except those on which Airbus modification 57744 has been embodied during production.

Requirement: Install a stirrup on the terminal block 5507VT between frame (FR) 53.9 and FR54 and modify wiring route 9R in accordance with Airbus Service Bulletin A330-92-3080 dated 12 November 2008 or later revision approved by the European Aviation Safety Agency (EASA).

Note: EASA AD 2009-0076 refers.

Compliance: Within 24 months after the effective date of this Directive.

This Airworthiness Directive becomes effective on 4 June 2009.

Background: The EASA has advised that, during production, it was noticed that in the area between FR C53.9 and FR C55 RH the distance between the route 9R of the In-Flight Entertainment system and the wire harness for the Lower Deck-Mobile Crew Rest system provisions was too small.

This limited distance may cause chafing between the affected electrical harness 6581VB and harness 5495VB or 6938VB.

This condition, if not corrected, could lead to the short circuit of wires dedicated to oxygen, which, in case of emergency, could result in a large number of passenger oxygen masks not being supplied with oxygen, possibly causing personal injuries.



James Coyne
Delegate of the Civil Aviation Safety Authority

17 April 2009