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**AIRWORTHINESS DIRECTIVE**

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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.

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**Airbus Industrie A330 Series Aeroplanes****AD/A330/102****Door 2 Hat Rack Electrical Connectors****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 Airbus modification 48825 has been embodied during production, except those on which Airbus modification 57409 has been embodied during production.

**Requirement:**

1. Modify both Left-Hand (LH) and Right-Hand (RH) hat-rack connectors in accordance with Airbus Service Bulletin (SB) A330-92-3070 Revision 01 dated 12 January 2009 or later revisions approved by the European Aviation Safety Agency (EASA).
2. For aeroplanes already modified prior to the effective date of this Directive in accordance with SB A330-92-3070 original issue, accomplish the additional work in accordance with SB A330-92-3070 Revision 01 or later revisions approved by the EASA.

*Note: EASA AD 2009-0077 refers.*

**Compliance:** For Requirements 1 and 2 - 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 in the door 2 area, the hat-racks are supplied with a basic wire harness which includes "Oxygen Masks" activation. In monument installations, the respective non-used hat-rack connections between monument and outer skin are stowed.

It was noticed during production, that the distance between the stowed wire harness and the monument could be too small. 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.

**Airbus Industrie A330 Series Aeroplanes**

AD/A330/102 (continued)

For the reasons described above, this Directive requires the modification of the stowed hat rack connectors, together with the rerouting of the associated wire harness in case of monument installed in the door 2 area.

A handwritten signature in black ink, appearing to read 'James Coyne', with a stylized flourish at the end.

James Coyne  
Delegate of the Civil Aviation Safety Authority

17 April 2009