
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/A330/40

Jettison Valve Mounting

10/2004

Applicability: All Model A330-200 series aircraft with Airbus modification 45008 incorporated in production, or with Airbus Service Bulletin A330-28-3084 incorporated in service, and equipped with jettison valves part number HTE900169.

Aircraft with Airbus Service Bulletin A330-57-3078 original issue, incorporated in service, are affected by this Directive.

Aircraft with Airbus modification 51414 incorporated in production, or with Airbus Service Bulletin A330-57-3078 Revision 01 incorporated in service, are not affected by this Directive.

Requirement: Action in accordance with the requirements of DGAC AD F-2004-127.

Note: Airbus Service Bulletin A330-57-3078 Revision 01 or later EASA approved revision refers.

Compliance: As specified in the Requirement document.

This Airworthiness Directive becomes effective on 30 September 2004.

Background: The DGAC received reports of fuel leakage in the fuel jettison system located on the wing. These leaks were observed during the refuelling operation or during maintenance. Investigation revealed the presence of cracks, and in certain cases, breaks at the jettison valve. Also revealed were several partial disconnections of the inlet and/or outlet pipe. This Directive requires inspection of the jettison valves for cracks and modification of the locating holes in the wing box bottom skin panel.



David Villiers
Delegate of the Civil Aviation Safety Authority

18 August 2004