
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/A330/37 Amdt 1 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/A330/37
Amdt 2**

Elevator Servocontrols

8/2007

Applicability: AIRBUS A330-200 and A330-300 aircraft all serial numbers.

Requirement: **1. For elevator servocontrols installed in damping position on A330-200 aircraft only:**

Unless already accomplished, replace the O-ring seals installed on the two solenoid valves of each servocontrol by new O-ring seals in accordance with AOT A330-27A3129 Revision 01.

2. For spare elevator servocontrols which were installed on A330-200 aircraft the O-ring seals of which were not replaced as detailed in Requirement 1 of this Directive:

Replace the O-ring seals installed on the two spare servocontrol solenoid valves by new O-ring seals in accordance with all operator telex (AOT) A330-27A3129 Revision 01.

3. For A330-200 and A330-300, aircraft:

(a) The following operational procedure is rendered mandatory, on the ground before takeoff:

Undetected Elevator Control Loss in case of Dual Failure

“On ground, before takeoff until takeoff power thrust setting, apply the following procedure.

- *In the case of a F/CTL PRIM 1 FAULT, or F/CTL PRIM 1 PITCH FAULT*

Select the PRIM 1 switch to OFF then ON to perform a FCPC PRIM 1 reset

- *If successful*

Perform the normal pre-flight Flight Control check

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- *If Unsuccessful*

Return to the gate and require appropriate maintenance actions.

- *In the case of a F/CTL ELEV SERVO FAULT or HYD G SYS LO PR*

Return to the gate and require appropriate maintenance actions".

Note 1: The incorporation of the flight manual temporary revision 4.02.00/25 issue 02 or a copy of this Directive in the aircraft operations manual and their strict application by the flight crew allows Requirement 3(a) of this Directive to be met.

- (b) Introduce into the aircraft Minimum Equipment List (MEL) the following temporary revisions relevant to the manufacturer's MMEL:
 - SECTION 01: A330 MMEL TR No. 01-27/01K issue 01.
 - SECTION 01: A330 MMEL TR No. 01-27/02K issue 01 (WV 50 series A330 fitted with Rudder Fly-by-wire) and comply with the instructions contained therein.

Note 2: These MMEL TRs will be introduced into the next general revision of the MMEL.

4. For all A330-200 aircraft which have received embodiment of AOT A330-27A3129 and which have not received embodiment of AOT A330-27A3129 Revision 01:

- (a) Check the Part Numbers (PN) of the seals installed on the solenoid valve of the servocontrol of the elevator in damping position.
- (b) If the seals installed have PN MS28775-XXX or a PN that cannot be identified, replace them with the following seals:

IPC 27-34-51-1 item 130: NAS1611-011 or NAS1611-011A

IPC 27-34-51-1 item 140: NAS1611-012 or NAS1611-012A

IPC 27-34-51-1 item 150: NAS1611-013 or NAS1611-013A

5. For A330-200 and A330-300, aircraft equipped with elevator servocontrols SC 4800-2/-4/-7/-8 or SC4800-7/-8 changed to SC4800-7A/-9 by embodiment in service of AIRBUS service bulletin (SB) A330-27-3076:

Replace the O-ring seals installed on the two solenoid valves of each elevator servocontrol:

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- in damping position (except for the A330-200 aircraft covered by Requirement 4 of this Directive),
- in active position,

with new O-ring seals PN NAS1611-XXX or PN NAS1611-XXXXA in accordance with SB A330-27A3131.

6. For spare elevator servocontrols SC 4800-2/ -4/-7/-8 or SC4800-7/-8 changed to SC4800-7A/-9 by embodiment in service of SB A330-27-3076:

Replace the O-ring seals installed on the two spare servocontrol solenoid valves by new O-ring seals PN NAS1611-XXX or PN NAS1611-XXXXA in accordance with SB A330-27A3131.

7. Modify the four elevator servo-controls at all positions on A330-200 aircraft in accordance with SB A330-27-3134:

Installation of modified servo-controls at all positions on A330-200 aircraft cancels the inspection requirements of Requirements 1, 2 and 4 of this AD.

Document Revisions.

Later NAA approved revisions of the service bulletins and all operator telexes identified in this Directive may be used in lieu of those revisions currently detailed.

Note 3: EASA AD 2007-0009 dated 9 January 2007 refers. This AD supersedes DGAC AD F-2004-158.

Compliance: For Requirement 1: Before the accumulation of 3,000 flights (FC) by the servocontrol since new or 3,000 FC since the installation of the solenoid valve on the servocontrol or within 700 flight hours (FH) from 25 October 2004 (the effective date of amendment 1 of this Directive), whichever occurs later.

For Requirement 2: Before installation on an aircraft.

For Requirement 3: From the effective date of this Directive.

For Requirement 4: Unless previously accomplished, before further flight.

For Requirement 5: Within 1,400 FH from 25 October 2004 (the effective date of amendment 1 of this Directive).

For Requirement 6: Before installation on aircraft.

For Requirement 7: No later than 30 June 2008.

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This Amendment becomes effective on 2 August 2007.

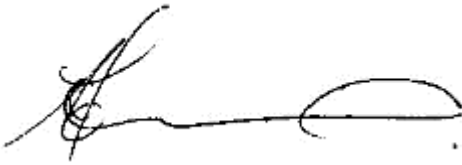
Background: The original issue of this Directive dealt with the incompatibility of certain “O” rings fitted to the elevator servocontrol solenoid valves that could cause malfunction of the elevator controls.

Amendment 1 included additional checks to be carried out prior to each flight and also details the correct parts to be fitted to the servocontrols to prevent the unsafe condition from occurring.

Amendment 2 introduces a terminating action for certain parts of this AD by requirement to fit new capped seals on solenoid valves fitted to A330-200 aeroplanes.

The original issue of this Directive became effective on 23 July 2004.

Amendment 1 of this AD became effective 25 October 2004.



Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

31 May 2007