

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2003-240(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A330 aircraft

Fuel - Inspection for correct closure of the Low Pressure Shut-Off Valve (ATA 28)

1. APPLICABILITY:

AIRBUS A330 aircraft, all certified models, all serial numbers, except for aircraft which have been modified in accordance with AIRBUS modification 48225.

2. REASONS:

During an unscheduled maintenance engine run up on an A340 aircraft, the Fire Push Button Switch was operated but the engine No. 4 continued to run for approximately 6 minutes while eventually shut down by another method. No ECAM warning was triggered, and the fuel system display indicated a closed position for the LP Shut-Off Valve (LPSOV), while it was found not to be in the fully closed position.

The valve assembly operated correctly after replacement of the fuel shut-off valve, the associated pedestal assembly and the Twin Motor Actuator (TMA).

The investigations carried out by the supplier on the removed components showed that the locating pin of the TMA and the locating slot in the pedestal had been damaged. It was also found that under specific circumstances, due to manufacturing tolerances, it is possible to install the TMA and the pedestal, with an incorrectly aligned locating pin.

This situation, if not corrected and combined with an engine fire, could lead to a potentially critical situation.

The purpose of this Airworthiness Directive (AD) is to render the following actions mandatory:

- a locating pin inspection to check that length is sufficient, and
- a pedestal inspection for damage.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following measures are rendered mandatory from the effective date of this AD:

Unless already accomplished,

.../...

Within 16,000 flight hours or 53 months following the effective date of this AD, whichever occurs first:

- 3.1. Remove the TMA in accordance with the instructions given in SB A330-28-3083.
- 3.2. Carry out an inspection of the TMA pedestal and apply any corrective measure if required, in accordance with the instructions given in AIRBUS Service Bulletin (SB) A330-28-3083, paragraph 3.C (2) and the flow chart.
- 3.3. Measure the distance between the face of the mounting flange and the top of the locating pin, in accordance with the instructions given in SB A330-28-3083 paragraph 3.C (3).
 - 3.3.1. If this distance is higher than 1.08 mm, replace the TMA before next flight.
Note 1: If the new TMA part number (PN) is HTE190021 or PN HTE190026, carry out the inspection defined in § 3.3 again, before the installation.
 - 3.3.2. Should this distance be lower than or equal to 1.08 mm, no further action is then required.

Note 2: AMM procedures have been updated to prevent any incorrect installation of TMA PN HTE190021 or PN HTE190026.

REF.: AIRBUS Service Bulletin A330-28-3083
(Any later approved revision of this SB is acceptable).

EFFECTIVE DATE : JULY 19, 2003