

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. : 97-017-043(B)R2
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A330 Aircraft

Disconnect electric power from Electric Motor
Driven Hydraulic Pump

Applicability :

All Model A330 series aircraft, certificated in any category.

Reason :

This Airworthiness Directive 97-017-043(B) was prompted by new report of an on-ground fire in the wheel well area that could have been caused by deliberate or inadvertent operation of the AC Electric Motor Driven Hydraulic Pump (EHP) used to pressurize the Yellow hydraulic circuit.

Previous Airworthiness Directive A330 : 96-260-040(B) mandated the requirement to open Circuit Breakers (CB) to electrically isolate the EHPs of the Yellow and Green hydraulic circuit before aircraft departure. For the purpose of ground operations, it was allowed to reset the CB of the Yellow and Green EHP providing that a successful dielectric test had been previously performed on these EHPs. The actions specified in this Airworthiness Directive is intended to prevent a fire that could be caused by deliberate or inadvertent EHPs' operation of any hydraulic circuit - Yellow, Green or Blue - in any aircraft position - in flight or on ground.

The Revision 1 to Airworthiness Directive 97-017-043(B) introduced first alternate means of compliance in order to allow the use of removed EHPs as portable Hydraulic Ground power units (GSE) in accordance with instructions provided by the aircraft manufacturer.

This Revision 2 to Airworthiness Directive 97-017-043(B) introduces a second alternate means of compliance allowing the permanent installation of 1, 2 or 3 EHPs which relieve partially or totally from the requirements of this Airworthiness Directive.

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Generals :

Initial compliance, first or second alternate means of compliance can be applied independently on each hydraulic circuit.

1. Compliance :

Required as indicated, unless accomplished previously.

To prevent a fire from a failed EHP used to pressurize the Yellow, Green or Blue hydraulic circuit, accomplish the following within 48 hours after receipt of this Airworthiness Directive and not later than the next return to Main Base :

Disconnect and Electrically isolate EHPs of the Yellow (Y), Green (G) and Blue (B) hydraulic circuits in accordance with AIRBUS INDUSTRIE All Operator Telex (AOT) referenced 29-21 Rev. 1 of January 08, 1997.

2. Alternate means of compliance**2.1. First alternate means of compliance**

2.1.1. Instead of § 4.2.1. of AOT 29-21 Rev. 1 dated January 08, 1997, remove the three Electrical Hydraulic Pumps (Y) (G) and (B) in accordance with AIRBUS INDUSTRIE modification 45447 or AIRBUS INDUSTRIE Service Bulletin A330-29-3041.

2.1.2. Perform actions as per § 4.2.2. and § 4.2.3. of AOT 29-21 Rev. 1 before aircraft dispatch.

NOTE 1 : Closing of the EHP circuit breakers (See § 4.2.2. of AOT 29-21 Rev. 1) is permitted only for temporary on-ground use of the portable hydraulic ground power unit (GSE) P/N 98F12303002000.

NOTE 2 : Operational and maintenance procedures requiring hydraulic circuit pressurization may be performed by using the GSE or as per § 5 of AOT 29-21 Rev. 1.

2.2. Second alternate means of compliance

2.2.1. Remove the three Electrical Hydraulic Pumps P/Ns 849377 (yellow circuit) (green circuit) and (blue circuit) in accordance with AIRBUS INDUSTRIE modification 45447 or AIRBUS INDUSTRIE Service Bulletin A330-29-3041.

2.2.2. Install 1 or 2 or 3 EPHs VICKERS P/N 693335 or ABEX P/N 4205602 in accordance with :

2.2.2.1. VICKERS P/N 693335 :

AIRBUS INDUSTRIE modifications 45381 (yellow circuit) or 45387 (green circuit) or 45384 (blue circuit) or AIRBUS INDUSTRIE Service Bulletins A330-29-3035 (yellow circuit) or A330-29-3036 (green circuit) or A330-29-3037 (blue circuit).

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2.2.2.2. ABEX P/N 4205602 :

AIRBUS INDUSTRIE modifications 45382 (yellow circuit) or 45388 (green circuit) or 45385 (blue circuit) or AIRBUS INDUSTRIE Service Bulletins A330-29-3038 (yellow circuit) or A330-29-3039 (green circuit) or A330-29-3040 (blue circuit).

NOTE : Installation of the three EPHs cancel the requirements of this Airworthiness Directive.

3. Enquiries regarding the technical content of this Airworthiness Directive should be made to :

DGAC France - SFACT/N.AT :

Mr Remy JOUTY - DGAC/SFACT/N.AT,

48, rue Camille-Desmoulins - 92452 Issy-les-Moulineaux Cedex (France)

Tel. : (33) 01.41.09.45.09 - Fax : (33) 01.41.09.42.20 (or 43.19)

or to

AIRBUS INDUSTRIE AI/EA-N :

Mr Yves REGIS

1, Rond-Point Maurice Bellonte - 31707 BLAGNAC Cedex (France)

Tel. : (33) 05.61.93.31.79 - Fax : (33) 05.61.93.45.80

NOTE 1 : Revision 2 of this Airworthiness Directive supersedes Airworthiness Directive N° 97-017-043(B)R1.

NOTE 2 : Revision 1 of this Airworthiness Directive has only been the subject of a telegraphic diffusion, in English, by DGAC.

Requirements of previous Airworthiness Directive 96-260-040(B) are cancelled by full application of this Airworthiness Directive.

Ref. : AIRBUS INDUSTRIE A330 AOT 29-21 Rev. 1, dated January 08, 1997

AIRBUS INDUSTRIE Service Bulletin A330-29-3041
(or any further approved revision)

AIRBUS INDUSTRIE Service Bulletin A330-29-3035
(or any further approved revision)

AIRBUS INDUSTRIE Service Bulletin A330-29-3036
(or any further approved revision)

AIRBUS INDUSTRIE Service Bulletin A330-29-3037
(or any further approved revision)

AIRBUS INDUSTRIE Service Bulletin A330-29-3038
(or any further approved revision)

AIRBUS INDUSTRIE Service Bulletin A330-29-3039
(or any further approved revision)

AIRBUS INDUSTRIE Service Bulletin A330-29-3040
(or any further approved revision)

EFFECTIVE DATES :

**Original AD : Upon receipt of the telegraphic AD
after JANUARY 09, 1997**

**Revision 1 : Upon receipt of the telegraphic English AD
after FEBRUARY 26, 1997**

Revision 2 : ON RECEIPT, FROM JUNE 18, 1997