

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. : 2001-157(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A330 aircraft

Vertical stabilizer - Desynchronization of rudder servo-control (ATA 27, 55)

APPLICABILITY:

AIRBUS INDUSTRIE A330 aircraft models -202, -223, -243, -301, -321, -322, -323, -341, -342 and -343 all serial numbers, except aircraft modified in production by AIRBUS INDUSTRIE modification 48110.

REASONS:

Several abnormal stiff applications of the rudder pedal were reported by an A330 operator during flight operation or ground tests.

This situation was caused by a desynchronization of the rudder servo-controls resulting from a deviation from the procedure for adjusting the servo-controls.

The high loads induced by this desynchronization caused cracks on the rudder servo-control attachment fitting.

This situation, if not corrected, could lead to a reduced structural integrity of the rudder servo-control attachment fitting.

This Airworthiness Directive (Airworthiness Directive) is issued in order to detect and prevent any desynchronization between the rudder servo-controls and thus to prevent any servo-control and/or structural damage.

In addition, taking advantage of the opportunity to get access to the rudder rear part, the inspection of the Travel Limitation Unit (TLU) is required.

COMPLIANCE:

The following measures are rendered mandatory on the effective date of this Airworthiness Directive:

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A- INSPECTION

1. Before September 01, 2002, perform the inspection of the TLU and a check for synchronization of the rudder servo-control in accordance with the instructions given in the AIRBUS INDUSTRIE Service Bulletin (SB) A330-27-3084 and report the findings to AIRBUS INDUSTRIE whatever the results are.
2. Depending on the measured desynchronization value, apply the correctives actions (replacement and/or adjustment) as defined in the SB A330-27-3084.
3. If the measured desynchronization value requires to replace rudder servo-control(s) in accordance with the requirement of the above paragraph A.2:
 - a) Before next flight, inspect the attachment fitting of the rudder servo-controls found desynchronized and apply the corrective actions, if necessary, in accordance with the instructions given in the SB A330-55-3028.
 - b) Repeat the actions of the above paragraph a) at the intervals defined in SB A330-55-3028, depending on the aircraft configuration and inspection method.
 - c) Report the finding to AIRBUS INDUSTRIE whatever the results are.

B- MODIFICATION

Before September 1st, 2002, introduce new rudder servo-control rigging-placards which advise maintenance personnel, in accordance with the instructions given in the SB A330-27-3082.

The accomplishment of SB A330-27-3082 must be prior to or simultaneous with the check for synchronization of the rudder servo-control required by the paragraph A.1 of this AD.

REF.: AIRBUS INDUSTRIE Service Bulletin A330-27-3084
AIRBUS INDUSTRIE Service Bulletin A330-55-3028
AIRBUS INDUSTRIE Service Bulletin A330-27-3082
(any further approved revision of these SB's is acceptable).

EFFECTIVE DATE : MAY 12, 2001