

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. : 2003-350(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A330 aircraft

Auxiliary Power Unit - Modification of the Control Box 5000VE (ATA 49)

1. APPLICABILITY:

AIRBUS A330 aircraft, models -202, -203, -223, -243, -301, -321, -322, -323, -341, -342 and -343, all serial numbers, except for aircraft on which AIRBUS modification 50245 has been embodied in production or AIRBUS Service Bulletin (SB) A330-49-3025 has been embodied in service.

2. REASONS:

During A330/A340 aircraft flight tests in the electrical emergency configuration, two Honeywell GTCP 331-350[C] type Auxiliary Power Unit (APU) shutdowns occurred.

The reason for the APU auto-shutdown is the loss of "in flight" signal information. This loss causes the APU fuel program to switch from "in flight" operations to "on ground" operations. This is leading to a fuel flow increase that speeds the APU up to its overspeed limit.

To ensure the APU availability in electrical emergency configuration, especially for ETOPS flights and/or flights under MEL, this Airworthiness Directive (AD) mandates a decoupling diode installation inside the APU Control Box 5000VE.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

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

Unless already accomplished,

At latest on September 30, 2004, install a decoupling diode within the APU Control Box 5000VE in accordance with the instructions given in SB A330-49-3025.

REF.: AIRBUS Service Bulletin A330-49-3025
(Any later approved revision of this SB is acceptable).

EFFECTIVE DATE : SEPTEMBER 27, 2003