

	AIRWORTHINESS DIRECTIVE No F-2003-425		Distribution: B	Issue date: December 10, 2003	Page: 1/2
	This Airworthiness Directive is published by the DGAC: ☒ on behalf of EASA, the Primary Airworthiness Authority for the affected product ☐ as the Registration Airworthiness Authority for the affected aircraft			<i>Translation of "consigne de navigabilité" of same number. In case of difficulty, reference should be made to the French text.</i>	
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2002-434, cancelled by its revision 1			
Person in charge of airworthiness: AIRBUS		Type(s): A330 aircraft			
Type certificate(s) No. 184 TCDS No. 184					
ATA chapter(s): 27	Subject: Wings - Outboard flap - Inspection and modification of sensor strut at flap track 4				

1. EFFECTIVITY:

AIRBUS A330 aircraft, models -202, -203, -223, -243, -301, -321, -322, -323, -341, -342 and -343, all serial numbers, except those on which AIRBUS modification 48579 has been embodied in production or on which AIRBUS Service Bulletin (SB) A330-27-3092 has been embodied in service.

2. REASONS:

Several sensor strut corrosion cases with the attachment bolt sheared have been reported.

The corrosion of the sensor strut is due to the wear of the protective surface.
 The shearing of the attachment bolt is caused by a fatigue rupture subsequent to an increase of the axial loads. The increase of these axial loads is caused by the corrosion.

This situation could lead to total loss of the sensor strut function resulting in the inability to detect disconnection at tracks 4 and 5 which, in the worst case, could lead to the separation of the outboard flap.

Therefore, a repetitive inspection of the sensor strut to detect any corrosion and deformation has been rendered mandatory by Airworthiness Directive (AD) 2002-434.

This AD repeats the requirements above and requires modification of the sensor strut affected within the deadlines given below.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from August 31, 2002 [effective date of AD 2002-434]:

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3.1. Inspection

3.1.1. Unless already accomplished,

Prior to the accumulation of 18 months in service of the aircraft or within 2800 flight hours, whichever occurs last,

inspect the sensor strut to detect any corrosion and deformation and, if necessary, apply the corrective measures as shown on flow-chart figure 1 sheet 1 of AIRBUS SB A330-27-3091.

3.1.2. Repeat this inspection at intervals not exceeding 18 months.

3.2. Modification

Unless already accomplished,

at latest on June 30, 2006, replace the affected sensor struts by sensor struts PN F5757492600000 in accordance with instructions given in AIRBUS SB A330-27-3092.

Note 1: Accomplishment of paragraph 3.2. of this AD makes the repetitive inspection requirements given in paragraph 3.1. of this AD null and void.

Note 2: Removed sensor struts must be discarded.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletin A330-27-3091
AIRBUS Service Bulletin A330-27-3092
(Any later approved revision of these SBs are acceptable).

5. EFFECTIVE DATE:

December 20, 2003.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

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7. APPROVAL:

This AD is approved under EASA reference No n° 1431 dated December 02, 2003.