	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2002-422 R2</b>	Distribution: <b>B</b>	Issue date: <b>July 07, 2004</b>	Page : <b>1/2</b>
<b>Direction générale de l'aviation civile France</b>	This Airworthiness Directive is published by the DGAC : <input checked="checked" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> 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 issue.</i>	
<b>GSAC publication</b>	<p align="center"><b>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.</b></p>			
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>2002-422 Revision 1</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A330 aircraft</b>		
Type certificate(s) No. <b>A.004</b> TCDS No <b>A.004</b>				
ATA chapter: <b>29</b>	Subject: <b>Hydraulic power - Ram Air Turbine (RAT) - Inspection of position of rotary solenoids</b>			

#### 1. EFFECTIVITY:

AIRBUS A330 aircraft, models -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343, all serial numbers, fitted with RAT module, model ERPS06M part number (PN) 766351, 768084, 770379, 770952 or 770952A, all serial numbers, containing RAT actuator PN 5911905, 5911326 or 5913234.

**Reminder:** It is the responsibility of the operator to ensure that any RAT module that could be installed, as spare on aircraft after Airworthiness Directive (AD) embodiment, does not question the compliance of the aircraft with this AD.

#### 2. REASONS:

During A330 aircraft ground tests, a non-deployment of a RAT actuator has occurred.


Investigations have shown that this non-deployment was caused by incorrectly adjusted rotary solenoids.

This situation, if not corrected, could lead in an emergency condition that the RAT becomes unavailable in flight.

To detect and rectify any incorrect position of rotary solenoids, an inspection is required by this AD.

The aim of the Revision 1 was to extend the effectivity paragraph to a new model A330-201 newly certified and to limit this applicability only to affected RAT actuators referenced in paragraph 1 of this AD.

The aim of this Revision 2 is to extend the effectivity to the new models A330-302 and A330-303, recently certified.

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2002-422 R2</b>	Distribution: <b>B</b>	Issue date: <b>July 07, 2004</b>	Page: <b>2/2</b>
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### 3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

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

Unless already accomplished,

**3.1.** Identify the serial number (SN) of the affected actuator in accordance with the instructions of AIRBUS Service Bulletin (SB) A330-29-3083.

**3.2.** If the actuator SN is greater than 1286, no inspection is required.

**3.3.** If the actuator SN is less than or equal to 1286,

not later than August 31, 2004, inspect the correct position of the rotary solenoids and, if necessary, accomplish the corrective measures in accordance with instructions given in AIRBUS SB A330-29-3083.

### 4. **REFERENCE PUBLICATION:**

AIRBUS Service Bulletin A330-29-3083  
(Any further approved revision of this SB is acceptable).

### 5. **EFFECTIVE DATES:**

**Original issue** : August 31, 2002  
**Revision 1** : February 01, 2003  
**Revision 2** : July 17, 2004.

### 6. **REMARK:**

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

AIRBUS SAS - Gérard MEUREY - Fax : 33 5 61 93 45 80.

### 7. **APPROVAL:**

This AD Revision is approved under EASA reference No 2004-7037 dated June 29, 2004.