


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0196 [Correction: 23 March 2012]</p> <p>Date: 07 October 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A330-200 and A340 aeroplanes</p>
TCDS Numbers:	EASA.A.004, EASA.A.015
Foreign AD:	Not applicable
Supersedure:	None
ATA 28	Fuel / Main Transfer System – Rear and/or Center Tank Fuel Pump Control Circuit – Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A330-201, A330-202, A330-203, A330-223, and A330-243 aeroplanes, all manufacturer serial numbers (MSN), except those on which Airbus modification 200242 has been embodied in production.</p> <p>Airbus A330-223F and A330-243F aeroplanes, all MSN, except:</p> <ul style="list-style-type: none"> - aeroplanes on which Airbus modification 58623 has been embodied in production and on which Airbus modification 200281 has not been embodied in production, or - aeroplanes on which Airbus modification 200242 has been embodied in production. <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN, except aeroplanes on which Airbus modification 200242 has been embodied in production.</p>
Reason:	<p>Further to the accident which occurred to a Boeing 747-131 in 1996 (flight TWA800), the FAA issued a set of new rules related to Fuel Tank Safety including Special Federal Aviation Regulation (SFAR) 88. In line with SFAR88, the JAA issued policy JAA INT/POL 25/12 and recommended to the National Aviation Authorities (NAA) the application of a similar regulation.</p> <p>To ensure compliance with the requirements set by SFAR88 and JAA INT/POL 25/12, this AD requires that Ground Fault Interrupters (GFI) are installed into the electrical power supply circuits of fuel pumps for which the canisters become uncovered during normal operation, taking into account</p>

	<p>normal fuel reserve or the fuel level, triggering the low fuel level warning.</p> <p>The function of this additional system protection is to electrically isolate the pump if a ground fault condition occurs downstream of the GFI. The GFI gives additional earth leakage protection to the downstream circuit.</p> <p>This AD has been republished to correct a typographic mistake (“or” is correct instead of “and”) in the Applicability section which changed the intent of the AD applicability.</p>
Effective Date:	21 October 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>Within 48 months after the effective date of this AD, accomplish the actions specified in paragraph (1) or (2) of this AD, as applicable to aeroplane type and model:</p> <p>(1) For A330-200 and A340-200/300 aeroplanes, modify the center tank fuel pump control circuit, in accordance with the accomplishment instructions of Airbus Service Bulletin (SB) A330-28-3113, or Airbus SB A340-28-4129, as applicable to aeroplane model.</p> <p>(2) For A340-500/600 aeroplanes, modify the rear and/or center tank fuel pump control circuit, in accordance with the accomplishment instructions of Airbus SB A340-28-5051.</p>
Ref. Publications:	<p>Airbus SB A330-28-3113 original issue, dated 19 July 2011.</p> <p>Airbus SB A340-28-4129 original issue, dated 19 July 2011.</p> <p>Airbus SB A340-28-5051 original issue, dated 01 September 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 06 September 2011 as PAD 11-096 for consultation until 04 October 2011. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAL, E-mail: airworthiness.A330-A340@Airbus.com.