


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0148</p> <p>Date: 13 June 2014</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>
This AD is issued in accordance with EU 748/2012, Part 21.A.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].	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330 and A340 aeroplanes
TCDS Number: EASA A.004, EASA A.015	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2013-0033 dated 19 February 2013.	
ATA 26, 33, 36, 53	Fire Protection / Lights / Pneumatic / Fuselage – Prevention against Explosion Risks in Section 19 – Modifications
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN).</p> <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.</p>
Reason:	<p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the FAA published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) published Interim Policy INT/POL/25/12.</p> <p>In response to these regulations, a global design review conducted by Airbus on the A330 and A340 type design Section 19, which is a flammable fluid leakage zone and a zone adjacent to a fuel tank, highlighted potential deviations. The specific identified cases were that in-flight fuel drainage is insufficient on A340-500/-600 aeroplanes, maintenance lights are not qualified explosion-proof, and hot surfaces may exist on bleed systems during normal/failure operations.</p> <p>This condition, if not corrected, in combination with a fuel leak generating flammable vapours in the area, could result in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>To address this unsafe condition, Airbus developed various modifications of the aeroplane, to be embodied in service.</p>

	<p>Consequently, EASA issued AD 2013-0033 to require removal of bulb type maintenance lights for all aeroplanes, installation of a drain mast between Frame (FR) 80 and FR83 for A340-500/-600 aeroplanes, and installation of muffs on connecting bleed elements to minimize hot surfaces on A330 and A340-200/-300 aeroplanes.</p> <p>Since that AD was issued, it was reported that, for A340-200/-300 aeroplanes, accomplishment instructions in the applicable Airbus Service Bulletins (SB) for aeroplanes in Configurations 002 and 005 were detailed in Configuration 003 and, conversely, accomplishment instructions for aeroplane in Configuration 003 were detailed in Configurations 002 and 005. This can lead to incorrect installation of some insulation sleeves on the Auxiliary Power Unit (APU) Air Bleed Ducts between Frame 83 and 84 for configurations 002, 003 and 005 as per Airbus SB A340-36-4035 at original issue. Prompted by this finding, Airbus revised the affected SB with additional work required for aeroplanes included in configurations 002, 003 and 005 that were modified using the original issue of the SB.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2013-0033, which is superseded, incorporates reference to the corrected Airbus SB A340-36-4035 Revision 01 and requires the additional work as specified in Airbus SB A340-36-4035 Revision 01 for aeroplanes already modified per the original SB A340-36-4035.</p>								
Effective Date:	27 June 2014								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For A330 and A340 aeroplanes, except those on which Airbus modification 56739 has been embodied in production:</p> <p>Within 26 months after 05 March 2013 [the effective date of EASA AD 2013-0033], remove the maintenance lights in accordance with the instructions of Airbus Service Bulletin (SB) A330-33-3041 or SB A340-33-4026 or SB A340-33-5006, as applicable to aeroplane type and model.</p> <p>Note: For A340-500/-600 aeroplanes, Airbus issued SB A340-33-5007 to introduce halogen type lights which are qualified explosion-proof and that can be installed (at operator's discretion) after removal of the lights which are not explosion-proof as required by paragraph (1) of this AD. For A330 and A340-200/-300 aeroplanes, Airbus issued SB A330-33-3042 and SB A340-33-4027 for the installation of similar lights.</p> <p>(2) For A330 and A340-200/-300 aeroplanes, except those on which Airbus modification 52260 has been embodied in production:</p> <p>Within 26 months after 05 March 2013 [the effective date of EASA AD 2013-0033], install insulation muffs on connecting APU bleed air duct in accordance with the instructions of Airbus SB as defined in Table 1 of this AD, as applicable to aeroplane configuration.</p> <p style="text-align: center;">Table 1 : Aeroplane configuration</p> <table border="1"> <tr> <th>Aeroplane type / configuration</th><th>Applicable Airbus SB</th></tr> <tr> <td>A330 aeroplanes on which SB A330-36-3032 is embodied</td><td>SB A330-36-3038</td></tr> <tr> <td>A330 aeroplanes on which SB A330-36-3032 is not embodied</td><td>SB A330-36-3040</td></tr> <tr> <td>A340 aeroplanes</td><td>SB A340-36-4035 Revision 01</td></tr> </table> <p>(3) For A340 aeroplanes in configurations 002, 003 and 005 as defined in Airbus SB A340-36-4035 that have already been modified, before the</p>	Aeroplane type / configuration	Applicable Airbus SB	A330 aeroplanes on which SB A330-36-3032 is embodied	SB A330-36-3038	A330 aeroplanes on which SB A330-36-3032 is not embodied	SB A330-36-3040	A340 aeroplanes	SB A340-36-4035 Revision 01
Aeroplane type / configuration	Applicable Airbus SB								
A330 aeroplanes on which SB A330-36-3032 is embodied	SB A330-36-3038								
A330 aeroplanes on which SB A330-36-3032 is not embodied	SB A330-36-3040								
A340 aeroplanes	SB A340-36-4035 Revision 01								

	<p>effective date of this AD in accordance with the instructions of Airbus SB A340-36-4035 at original issue, within 14 months after the effective date of this AD, accomplish the additional work in accordance with the instructions of Airbus SB A340-36-4035 Revision 01.</p> <p>(4) A340 aeroplanes in configurations 001 and 004, modified before the effective date of this AD in accordance with the instructions of Airbus SB A340-36-4035 at original issue are already in compliance with the requirements of paragraph (2) of this AD.</p> <p>(5) For an A330 aeroplane on which Airbus SB A330-36-3032 is not embodied, and for A340 aeroplanes, modification in accordance with the instructions of Airbus SB A330-36-3037 Revision 02, or Airbus SB A340-36-4033 Revision 02, as applicable to aeroplane type and model, is an acceptable alternative method to comply with the requirements of paragraph (2) of this AD, provided the modification is accomplished within the same compliance time as specified in paragraph (2) of this AD.</p> <p>(6) For A340-500/-600 aeroplanes, except those on which Airbus modification 54636 or 54637 has been embodied in production:</p> <p>Within 26 months after 05 March 2013 [the effective date of EASA AD 2013-0033], install a drain mast between FR80 and FR83 in accordance with the instructions of Airbus SB A340-53-5031.</p>
Ref. Publications:	<p>Airbus SB A340-53-5031 original issue dated 31 July 2006, or Revision 01 dated 10 January 2008, or Revision 02 dated 03 August 2011.</p> <p>Airbus SB A330-33-3041 original issue dated 03 January 2012, or Revision 01 dated 10 July 2012, or Revision 02 dated 07 November 2013.</p> <p>Airbus SB A340-33-4026 original issue dated 03 January 2012, or Revision 01 dated 10 July 2012, or Revision 02 dated 07 November 2013.</p> <p>Airbus SB A340-33-5006 original issue dated 03 January 2012.</p> <p>Airbus SB A330-36-3040 original issue dated 18 September 2012, or Revision 01 dated 26 November 2012.</p> <p>Airbus SB A340-36-4035 original issue dated 18 September 2012, or Revision 01 dated 24 September 2013.</p> <p>Airbus SB A330-36-3037 Revision 02 dated 07 April 2014.</p> <p>Airbus SB A330-36-3038 original issue dated 16 January 2012.</p> <p>Airbus SB A340-36-4033 Revision 02 dated 19 May 2014.</p> <p>Airbus SB A340-33-5007 original issue dated 11 January 2013.</p> <p>Airbus SB A330-33-3042 original issue dated 06 November 2013.</p> <p>Airbus SB A340-33-4027 original issue dated 06 November 2013.</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 15 January 2014 as PAD 14-010 for consultation until 12 February 2014, and re-published on 28 May 2014 as PAD 14-010R1 for additional consultation until 11 June 2014. The Comment Response Document can be found at http://ad.easa.europa.eu. 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 – EIAL, E-mail: airworthiness.A330-A340@airbus.com.