



Airworthiness Directive

AD No.: 2023-0169

Issued: 04 September 2023

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A330 aeroplanes

Effective Date: 18 September 2023

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 26 – Fire Protection – Engine Fire Extinguishing Pipes – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A330-841 and A330-941 aeroplanes, manufacturer serial numbers (MSN) 1819, 1836, 1850, 1870, 1876, 1884, 1887, 1890, 1892, 1895, 1897, 1900, 1901, 1903, 1904, 1906, 1908, 1909, 1910, 1913, 1914, 1915, 1918, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1929, 1931, 1933, 1934, 1935, 1937, 1938, 1939, 1941, 1943, 1946, 1947, 1948, 1949, 1953, 1954, 1956, 1957, 1962, 1963, 1964, 1969, 1977, 1978 and 1979.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Airbus Service Bulletin (SB) A330-26-3071.

Reason:

During an inspection on the A330 final assembly line, a protective cap was found still in place on the drain hole of a fire extinguishing pipe. Further investigations indicated that this failure to remove those caps may have occurred on other aeroplanes. Airbus has identified the MSN that may be affected.



This condition, if not detected and corrected, could lead to accumulation of water and ice in the pipe and, in case of an engine fire, prevent extinguishing that engine fire, possibly resulting in reduced control of the aeroplane.

To address this unsafe condition, Airbus published the SB (as defined in this AD) to provide inspection instructions.

For the reasons described above, this AD requires a one-time general visual inspection (GVI) of the engine fire extinguishing pipe drain hole and, depending on findings, removal of the protective cap.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 9 months after the effective date of this AD, accomplish a GVI of each engine fire extinguishing pipe drain hole (engine 1 and 2) in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the GVI as required by paragraph (1) of this AD, any protective cap is found installed, before next flight, remove that cap in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A330-26-3071 original issue dated 04 March 2022.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 02 August 2023 as PAD 23-091 for consultation until 30 August 2023. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

