



## Airworthiness Directive

**AD No.:** 2026-0073

**Issued:** 01 April 2026

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:** 15 April 2026

**TCDS Number(s):** EASA.A.004

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 28 – Fuel – Standby Fuel Pump – Operational Check

---

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A330-743L, A330-841 and A330-941 aeroplanes, all manufacturer serial numbers.

### Definitions:

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

**The AOT:** Airbus AOT A28L012-26.

**Affected part:** Standby fuel pump, any part number eligible for installation in accordance with Airbus instructions, Functional Identification Number (FIN) 112QA1 and FIN 112QA2.

### Reason:

Following a in service event and relevant investigation, it has been determined that, under specific condition, a dormant failure of a standby fuel pump could lead to a certain amount of fuel being trapped in the aft section of the inner tank, and being unusable.



This condition, if not detected and corrected, could lead to inability to use fuel trapped in either of the aft inner tanks, possibly resulting in overestimating the usable fuel available on board, or to uncommanded in-flight shut down.

To address this potential unsafe condition, Airbus issued the AOT, providing instructions to accomplish repetitive operational checks of the affected parts.

For the reasons described above, this AD requires repetitive operational checks of the standby fuel pumps.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

#### **Repetitive Operational Check:**

- (1) Within 76 days after the effective date of this AD and, thereafter, at intervals not to exceed 200 flight hours, accomplish an operational check of each affected part in accordance with the instructions of the AOT (see Note 1 of this AD).

Note 1: The action(s) required by paragraph (1) of this AD may be accomplished by suitably authorised flight crew under the provisions of [Commission Regulation \(EU\) No 1321/2014](#) 145.A.30(j)3 or M.A.606(h)1, as applicable;

#### **Corrective Action(s):**

- (2) If, during any operational check as required by paragraph (1) of this AD, any discrepancy, as identified in the AOT, is detected, before next flight, accomplish the troubleshooting procedure in accordance with the instructions of the AOT.
- (3) If, during the troubleshooting procedure as required by paragraph (2) of this AD, it is determined that an affected part is defective, before next flight, replace that affected part in accordance with the instructions of the AOT.

#### **Part(s) Installation:**

- (4) From the effective date of this AD, it is allowed to install an affected part on an aeroplane provided that, before next flight after installation, it passes an operational check in accordance with the instructions of the AOT and, thereafter, the operational checks as required by paragraph (1) of this AD are accomplished for that affected part.

#### **Terminating Action:**

- (5) None.

#### **Acceptable Method of Compliance:**

- (6) Accomplishment of aircraft maintenance manual (AMM) task 28-21-51-710-812-A 'Operational check of standby pump automatic control' for an affected part is acceptable to accomplish an operational check as required by paragraph (1) of this AD for that affected part.



- (7) Accomplishment of AMM task 28-21-51-400-802-A 'Installation of the fuel pump element' for an affected part is acceptable to accomplish an operational check as required by paragraph (4) of this AD for that affected part.

#### Ref. Publications:

Airbus AOT A28L012-26 original issue dated 31 March 2026.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 29 April 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:airworthiness.A330-A340@airbus.com).

