

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-150R1 Date: 30 June 2015 Note: This Proposed Airworthiness Directive (PAD) 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.
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330 and A340 aeroplanes
TCDS Numbers: EASA.A.004, EASA.A.015	
Foreign AD: Not applicable	
Supersedure: None	
ATA 92	Electric / Electronic Common Installation – Feeder Cable Routing Attachment – Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus 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 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), except those on which Airbus modification 203672 has been embodied in production, and 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.
Reason:	Two events have been reported of feeder cable chafing at the pylon-wing junction on A330 aeroplanes. Inspection of the affected area for the first event revealed that the bracket supporting the cables G-route, made in plastic, was broken. The second event was due to clamp damage. Failure of support bracket and/or damage of clamp led to the feeder cables gradually chafing away at the cut-out edge by vibration. Due to design similarity, A340 aeroplanes are also affected by this issue. This condition, if not corrected, could create a short circuit, in combination with fuel vapour on ground, possibly resulting in a fire or explosion. To address this unsafe condition, Airbus developed modifications to be embodied in service through Airbus Service Bulletin (SB) A330-92-3132, SB A340-92-4100 or SB A340-92-5066, as applicable to aeroplane type and model. For the reasons described above, this AD requires the embodiment of these modifications at the pylon/wing junction in LH and RH wings.

	Further to feedback received from operators, Airbus SB A330-92-3132 and SB A340-92-4100 had to be updated improving accomplishment instructions, and publication of the AD was postponed. This PAD is revised to add reference to the revised Service Bulletins, and to adjust the compliance time.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 18 months after the effective date of this AD, for each inboard pylon, modify the cable loom support bracket of the G-route 7701VB LH side and 7702VB RH side at the pylon/wing junction in accordance with the instructions of Airbus SB A330-92-3132 Revision 1, or Airbus SB A340-92-4100 Revision 1, or Airbus SB A340-92-5066, as applicable to aeroplane type and model. (2) Modification of an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A330-92-3132 at original issue, or Airbus SB A340-92-4100 at original issue, as applicable to aeroplane type and model, is acceptable to comply with paragraph (1) of this AD for that aeroplane.
Ref. Publications:	Airbus SB A330-92-3132 original issue dated 19 June 2014 or Revision 1 dated 21 May 2015. Airbus SB A340-92-4100 original issue dated 19 June 2014 or Revision 1 dated 21 May 2015. Airbus SB A340-92-5066 original issue dated 25 June 2014. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 14 July 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.