



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-060

Issued: 12 May 2017

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Numbers: EASA.A.004

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2014-0281, dated 22 December 2014.

ATA 24 – Electrical Power – Alternating Current Emergency Generation – Flight Warning Computer Software Update

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.

Reason:

The Constant Speed Motor/Generator (CSM/G), as installed on Airbus A330 aeroplanes, is qualified for an overload condition of 9.5 kVA for 30 minutes. This duration is sufficient to perform safe landing and go-around. However, electrical load analysis revealed that the hydraulic power might not be sufficient to supply the CSM/G during slat/flap extension, when only one engine is running.

This condition, if not corrected, and in conjunction with the loss of main system, could lead to a scenario where the crew is not clearly warned that the electrical system has switched on the battery and thus has a limited duration to support a safe landing.



To initially address this potential unsafe condition, Airbus issued an Aircraft Flight Manual (AFM) Temporary Revision (TR) to amend the electrical emergency configuration “ELEC EMER CONFIG” procedure to require the pilot to deploy the ram air turbine manually before setting the Landing Recovery to “ON” position, which provides sufficient hydraulic power and avoids CSM/G shedding under worst-case operational conditions. Consequently, EASA issued AD 2014-0273 to require amendment of the AFM by incorporating the applicable Airbus TR.

After finding that AD 2014-0273 contained some incorrect and incomplete information, EASA issued AD 2014-0281, retaining the requirements of EASA AD 2014-0273, which was superseded, but correcting the information related to pre-mod / pre SB or post-mod / post SB aeroplane configurations.

Since EASA AD 2014-0281 was issued, in order to improve the “ELEC EMER CONFIG” procedure, Airbus developed modifications to install improved Flight Warning Computer (FWC), which is embodied in production through Airbus mod 205228, and to be embodied in service with Airbus SB A330-31-3232, or SB A330-31-3237, or SB A330-31-3229, as applicable.

For the reasons described above, this AD retains the requirements of EASA AD 2014-0281, which is superseded, and requires installation of a software standard upgrade of the two FWCs and removal of the applicable AFM TR once the aeroplane is modified.

At the time this AD is issued, the Airbus SB A330-31-3229 is not available. It is expected that this AD will be revised when this SB is published.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, an affected FWC is a FWC standard lower than T7-0, or a FWC standard lower than M6-0, as applicable to aeroplane configuration.
A not affected FWC is a FWC standard T7-0, Part Number (P/N) LA2E202T70000, or higher standard, or a FWC standard M6-0, Part Number (P/N) LA2E202M60000, or higher standard, as applicable depending on aeroplane configuration.

Note 2: For the purpose of this AD, Group 1 aeroplanes are those equipped with affected FWC (see Note 1 of this AD). Group 2 aeroplanes are those equipped with not affected FWC.

Restatement of the requirements of EASA AD 2014-0281:

AFM Amendment:

- (1) For Group 1 aeroplanes: Within 15 days after 05 January 2015 [the effective date of EASA AD 2014-0281], amend the applicable A330 AFM to incorporate the Airbus AFM TR as defined in Table 1 of this AD, as applicable, depending on aeroplane configuration, inform all crews, and thereafter, operate the aeroplane accordingly.



Table 1

Aeroplane configuration	AFM TR
Pre-mod 47930; pre-SB A330-28-3067	TR 427 issue 1
Post-mod 47930; post-SB A330-28-3067	TR 428 issue 1

Amending the applicable AFM to incorporate a later AFM revision which includes A330 AFM TR 427 issue 1 or A330 AFM TR 428 issue 1, as applicable, is acceptable to comply with the requirements of paragraph (1) of this AD.

New requirements of this AD:

Modification:

- (2) For Group 1 aeroplanes: Within 24 months after the effective date of this AD, replace both FWCs with not affected FWCs (see Note 1 of this AD) in accordance with the instructions of Airbus SB A330-31-3232, or SB A330-31-3237, or SB A330-31-3229, as applicable depending on aeroplane configuration.

AFM Amendment:

- (3) Concurrent with modification of an aeroplane as required by paragraph (2) of this AD, remove the copy of A330 AFM TR 427 issue 1 or A330 AFM TR 428 issue 1, as applicable, or incorporate into the applicable AFM a later revision that does not contain those TRs anymore. Following AFM amendment, inform all flight crews and operate the aeroplane accordingly.

Parts installation:

- (4) Do not install on any aeroplane an affected FWC (see Note 1 of this AD), as required by paragraph (4.1) or (4.2) of this AD, as applicable.

(4.1) For Group 1 aeroplanes: After modification of that aeroplane as required by paragraph (2) of this AD.

(4.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

Airbus A330 AFM TR 427 issue 1 EASA approved on 14 October 2014.

Airbus A330 AFM TR 428 issue 1 EASA approved on 14 October 2014.

Airbus SB A330-31-3232 original issue dated 04 May 2016, or Revision 01 dated 14 February 2017.

Airbus SB A330-31-3237 original issue dated 30 January 2017.

Airbus SB A330-31-3229 [not yet published].

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 09 June 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

