Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-095

Issued: 11 July 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:	Type/Model designation(s):
AIRBUS	A330 and A340 aeroplanes

Effective Date:	[TBD - standard: 14 days after AD issue date]
TCDS Numbers:	EASA.A.004, EASA.A.015
Foreign AD:	Not applicable
Supersedure:	None

ATA 28 – Fuel – Trim Tank Overflow – Functional Test

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, 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 manufacturer serial numbers (MSN) up to MSN 1711 inclusive.

Reason:
It was discovered that the production functional test to verify the "Tank Pressures during Refuel Overflow" was not performed on the Trim Tank (TT) of A330 and A340 aeroplanes up to MSN 1711. This test ensures that there is no blockage of the vent pipes.

This condition, if not corrected, could lead, in combination with a high level sensor failure, to an over-pressurisation of the TT during refuelling or during aft fuel transfer, possibly resulting in a TT rupture and consequent reduced control of the aeroplane.

To address this potential unsafe condition, Airbus published Service Bulletin (SB) A330-28-3130, SB A340-28-4140 and SB A340-28-5061, to provide functional test instructions.

For the reasons described above, this AD requires a one-time functional test of the TT overflow and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Note 1: Airbus SB A330-28-3130, SB A340-28-4140 and SB A340-28-5061, as applicable, are hereafter collectively referred to as “the applicable SB” in this AD.

Inspection:

(1) Within 42 months after the effective date of this AD, accomplish a TT overflow functional test in accordance with the instructions of the applicable SB.

Corrective Action(s):

(2) If, during the functional test as required by paragraph (1) of this AD, the TT maximum allowable pressure is exceeded, before next flight, contact Airbus for approved corrective action instructions and accomplish those instructions accordingly.

(3) If, during the functional test as required by paragraph (1) of this AD, the trim surge tank maximum allowable pressure is exceeded, before next flight, accomplish a visual inspection of the aperture leading to the flame arrestors (NACA duct), and a detailed inspection of the flame arrestor in accordance with the instructions of the applicable SB.

(4) If, during any inspection as required by paragraph (3) of this AD, any discrepancy is detected as specified in the applicable SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable SB.

Ref. Publications:

Airbus SB A330-28-3130 original issue dated 18 May 2017.

Airbus SB A340-28-4140 original issue dated 18 May 2017.

Airbus SB A340-28-5061 original issue dated 18 May 2017.

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 08 August 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.