



## Airworthiness Directive

**AD No.:** 2020-0083

**Issued:** 03 April 2020

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A330 and A340 aeroplanes

**Effective Date:** 17 April 2020

**TCDS Number(s):** EASA.A.004, EASA.A.015

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 25 – Equipment / Furnishings – Emergency Locator Transmitter – Modification

#### Manufacturer(s):

Airbus, formerly Airbus Industrie

#### Applicability:

Airbus A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-302, A330-303, A330-323, A330-343 and A330-941 aeroplanes, all manufacturer serial numbers (MSN) fitted with an Emergency Locator Transmitter (ELT) having a Part Number (P/N) listed in Table 1 of this AD, except those on which Airbus modification (mod) 208451 or mod 208466 has been embodied in production; and

Airbus A340-313, A340-541 and A340-642 aeroplanes, all MSN fitted with an ELT as affected part having a P/N listed in Table 1 of this AD.

#### Definitions:

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

**Affected part:** ELT having a P/N listed in Table 1 this AD. Aeroplanes that had Airbus mod 52759 embodied in production, or had Airbus Service Bulletin (SB) A330-23-3243, SB A330-23-3254, SB A330-25-3563, SB A330-25-3590, SB A340-25-4329, SB A340-25-4352 or SB A340-25-4358 embodied in service, as applicable, have an affected part installed, provided that the affected part was not replaced since the installation of the modification.



Table 1 – Affected ELT P/N

P/N	ELT Manufacturer Designation(s)
01N65900	ADT 406 AF Classic (ELTA/CEIS)
01N65902	

**The applicable SB:** Airbus SB A330-25-3733, SB A340-25-4375 and SB A340-25-5239, as applicable.

#### Reason:

The results of engineering investigations by laboratory testing on ELT batteries highlighted that a lack of protection against current injection of 28 Volts DC or 115 Volts AC on a non-rechargeable ELT lithium battery could, even after significant delay, induce a battery fire.

This condition, if not corrected, could lead to local (temporary) fire, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the applicable SB to provide modification instructions to improve the ELT battery current injection protection.

For the reasons described above, this AD requires a modification by installing a diode between the affected part and the terminal block.

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

Required as indicated, unless accomplished previously:

#### Modification:

Within 24 months after the effective date of this AD, install a diode between the affected part and the terminal block in accordance with the instructions of the applicable SB.

#### Ref. Publications:

Airbus SB A330-25-3733 original issue dated 30 September 2019.

Airbus SB A340-25-4375 original issue dated 30 September 2019.

Airbus SB A340-25-5239 original issue dated 30 September 2019.

The use of later approved revisions of the above-mentioned documents 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 19 December 2019 as PAD 19-217 for consultation until 16 January 2020. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.



3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

