



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-142

Issued: 17 September 2020

Note: This Proposed Airworthiness Directive (PAD) 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.

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 Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Forward Lower Deck Cargo Compartment / Fire Extinguishing Bottle Support Brackets and Strut Assembly – Modification / Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-223F and A330-243F aeroplanes, manufacturer serial numbers 1004, 1032, 1051, 1062, 1070, 1092, 1115, 1136, 1148, 1164, 1175, 1180, 1320, 1332, 1344, 1350, 1368, 1380, 1386, 1406, 1414, 1418, 1428, 1442, 1448, 1506, 1524, 1534, 1550, 1578, 1584, 1594, 1688, 1708, 1722, 1750, 1768 and 1772.

Definitions:

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

Affected location: Right-hand underfloor Section 13/14 at Frame (FR) 34/35 and FR35/36.

The SB: Airbus Service Bulletin (SB) A330-53-3295.

Reason:

Occurrences were reported of finding broken brackets of the support structure of the Halon fire extinguishing bottle 4005WX on the A330 freighter fleet. Investigation results indicated that fatigue



cracks initiated in the attachment brackets at the crossbeams, due to dynamic loading, and propagated in the struts in some occasions. The bottle 4005WX belongs to the fire extinguishing system of the forward lower deck cargo compartment (LDCC).

This condition, if not corrected, could lead to damage of the tubing and electrical wiring of the LDCC fire extinguishing system, possibly resulting in insufficient fire suppression capability in the LDCC.

To address this potential unsafe condition, Airbus issued the SB to provide modification and replacement instructions.

For the reasons described above, this AD requires replacement of the support brackets of the 4005WX fire extinguisher bottle with reinforced support brackets, and replacement of the strut assembly at the affected location.

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

Required as indicated, unless accomplished previously:

Modification / Replacement:

Before exceeding 20 000 flight hours (FH) since aeroplane first flight, or within 4 000 FH after the effective date of this AD, whichever occurs later, modify the aeroplane by replacing the support brackets of the 4005WX fire extinguisher bottle with reinforced support brackets, and replace the strut assembly at the affected location, as defined in this AD, in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A330-53-3295 original issue dated 30 July 2020.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 15 October 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.



4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – IIAL (Airworthiness Office),
E-mail: continued.airworthiness.a330-a340@airbus.com.

