



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 20-170

**Issued:** 27 October 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 and A340 aeroplanes

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

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 28 – Fuel System – Auxiliary Power Unit Aft Fuel Pump – Replacement / 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); and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN.

### Definitions:

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

**The applicable SB:** Airbus Service Bulletin (SB) A330-28-3138 and SB A340-28-4143, as applicable.

**Affected part:** Auxiliary power unit (APU) aft fuel pumps, having Part Number (P/N) P93A19-202 (for A340 aeroplanes only) or P/N P93A19-203.



**Serviceable part:** Any APU aft fuel pump which is not an affected part, including those having P/N P93A19-204.

**Groups:** Group 1 aeroplanes are those that have an affected part installed.  
Group 2 aeroplanes are those that do not have an affected part installed.

**Reason:**

In the scope of Extended Service Goal evaluation, a strip-down performed on 3 high-life affected parts identified that the printed circuit board (PCB) varnish had deteriorated. The varnish is considered as one of the layers of protection against development of an ignition source. The root cause for the varnish deterioration is unknown, but suspected to be linked to ageing.

This condition, if not corrected, could, in case of a spark or flame in the area of the pump PCB, possibly result in a fire or explosion and consequent loss of the aeroplane.

To address this potential unsafe condition, Airbus published the applicable SB with instructions to inspect the APU aft fuel pumps for P/N identification and to replace the affected parts.

For the reasons described above, this AD requires replacement of all affected parts with serviceable parts. In addition, this AD prohibits (re)installation of affected parts on any aeroplane.

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

Required as indicated, unless accomplished previously:

**Modification / Replacement:**

- (1) Within 34 months after the effective date of this AD, modify the aeroplane by replacing the affected part with a serviceable part in accordance with the instructions of the applicable SB.

**Parts Installation:**

- (2) Do not install (see Note 1 of this AD) an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.

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

Note 1: Removing an affected part from an aeroplane (for any reason other than to comply with this AD) and, during the same maintenance visit, re-installing that part in the same location on the same aeroplane, is not considered “install” as specified in paragraph (2) of this AD.

**Ref. Publications:**

Airbus SB A330-28-3138 original issue dated 12 October 2020.

Airbus SB A340-28-4143 original issue dated 12 October 2020.



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

**Remarks:**

1. This Proposed AD will be closed for consultation on 24 November 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](mailto: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: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

