



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-091

Issued: 02 August 2023

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 S.A.S.

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 26 – Fire Protection – Engine Fire Extinguishing Pipes – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A330-841 and A330-941 aeroplanes, manufacturer serial numbers (MSN) 1819, 1836, 1850, 1870, 1876, 1884, 1887, 1890, 1892, 1895, 1897, 1900, 1901, 1903, 1904, 1906, 1908, 1909, 1910, 1913, 1914, 1915, 1918, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1929, 1931, 1933, 1934, 1935, 1937, 1938, 1939, 1941, 1943, 1946, 1947, 1948, 1949, 1953, 1954, 1956, 1957, 1962, 1963, 1964, 1969, 1977, 1978 and 1979.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-26-3071.

Reason:

During an inspection on the A330 final assembly line, a protective cap was found still in place on the drain hole of a fire extinguishing pipe. Further investigations indicated that this failure of removing



those caps may have occurred on other aeroplanes. Airbus has identified the MSN that may be affected.

This condition, if not detected and corrected, could lead to accumulation of water and ice in the pipe and, in case of an engine fire, prevent extinguishing that engine fire, possibly resulting in reduced control of the aeroplane.

To address this unsafe condition, Airbus published the SB to provide inspection instructions.

For the reasons described above, this AD requires a one-time general visual inspection (GVI) of the engine fire extinguishing pipe drain hole and, depending on findings, removal of the protective cap.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 9 months after the effective date of this AD, accomplish a GVI of each engine fire extinguishing pipe drain hole (engine 1 and 2) in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the GVI as required by paragraph (1) of this AD, any protective cap is found installed, before next flight, remove that cap in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A330-26-3071 original issue dated 04 March 2022.

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 30 August 2023.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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 – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

