



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-119

Issued: 20 October 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.

This 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 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 – Master Minimum Equipment List – Amendment

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

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, A330-343, A330-841 and A330-941 aeroplanes, all manufacturer serial numbers; and

A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The MMEL update: Airbus A330/A340 Master Minimum Equipment List (MMEL) items listed below, as provided in Airbus A330/A340 MMEL Major Event Revision (MER) dated 23 August 2023:

- 28-07-02-05 - Inner Tank Fuel Quantity Indication on the FUEL SD page
- 28-07-02-06 - Outer Tank Fuel Quantity Indication on the FUEL SD page
- 28-07-02-07 - Trim Tank Fuel Quantity Indication on the FUEL SD page
- 28-07-02-08 - Center Tank Fuel Quantity Indication on the FUEL SD page
- 28-07-02-10 - RCT Fuel Quantity Indication on the FUEL SD page



The MOD: Airbus modification 57729, 200624, 200628, 203441 or 203442 embodied in production, or Airbus Service Bulletin A330-34-3262, A330-34-3308, A330-34-3345, A330-34-3378, A330-34-3409 embodied in service (implementing Required Navigation Performance - Authorization Required (RNP-AR) capability).

Groups: Group 1 aeroplanes are those that have the MOD installed.
Group 2 aeroplanes are those which are not Group 1.

Reason:

An occurrence was reported of temporary loss of Flight Director (FD) and Auto Throttle (A/THR) on an aeroplane dispatched under the provisions of MMEL item 28-07-02-05. Subsequent investigation determined that this behaviour is systematic, when an aeroplane is dispatched under certain MMEL ATA 28 items, as the Fuel Quantity Indication (FQI) unavailability invalids the Gross Weight and the CG computation at FCMC (Fuel Control and Monitoring Computer) level.

This condition, if not corrected, could affect the aeroplane capability to follow the desired ground track and vertical path during certain take-off and approach phases.

To address this potential unsafe condition, Airbus issued the MMEL update, as defined in this AD, prohibiting RNP-AR operation for aeroplanes dispatched under certain MMEL items.

For the reason described above, this AD requires to implement the MMEL update.

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

Required as indicated, unless accomplished previously:

MMEL Amendment:

- (1) For Group 1 aeroplanes: Within 30 days after the effective date of this AD, implement the instructions of the MMEL update, on basis of which the applicable MEL of each affected aeroplane must be amended and, thereafter, operate the affected aeroplane(s) accordingly.
- (2) For Group 2 aeroplanes: From the effective date of this AD, it is allowed to modify a Group 2 aeroplane into a Group 1 aeroplane (see Note 1 of this AD) provided that, before next flight after that modification, the instructions of the MMEL update are implemented for that aeroplane.

Note 1: A Group 2 aeroplane can be modified into a Group 1 aeroplane by embodying the MOD on that aeroplane, as applicable, depending on aeroplane configuration.

Ref. Publications:

Airbus A330/A340 MMEL MER dated 23 August 2023.

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 17 November 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.

