



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-036

Issued: 22 March 2024

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 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 Pylon Fire Detector – Replacement

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 and A330-743L aeroplanes, all manufacturer serial numbers having Airbus modification (mod) 205716 or mod 205715 embodied.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-26-3073.

Affected part: Engine pylon fire detector having Part Number (P/N) 10-3001-00 or P/N 10-3002-00, and a serial number (s/n) listed in Appendix A of the SB, except those marked with an 'A' engraved in the direct vicinity of the s/n.



Serviceable part: Engine pylon fire detector, eligible for installation in accordance with Airbus instructions, which is not an affected part.

Groups: Group 1 are aeroplanes which have an affected part installed. Group 2 are aeroplanes which do not have an affected part installed.

Reason:

Occurrences were reported of contamination of the advanced pneumatic detector pressure switch.

This condition, if not corrected, could affect the reliability of the engine pylon fire detector, possibly leading to an undetected fire, and consequent reduced control of the aeroplane.

To address this potential unsafe condition, Collins Aerospace issued SB APD-26-A, providing instructions for inspection of the affected parts, and Airbus issued the SB, providing instructions to replace affected parts with serviceable parts.

For the reason described above, this AD requires replacement of the affected parts, and prohibits (re)installation of affected parts.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Replacement:

(1) For Group 1 aeroplanes: Within 36 month after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the 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 replacement of the affected parts 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 and, during the same maintenance visit, re-installing that part on the same location of the same aeroplane, is not considered "install" as specified in paragraph (2) of this AD.

Ref. Publications:

Airbus SB A330-26-3073 original issue dated 08 March 2024.

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 19 April 2024.
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 – IIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

