



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 24-145

**Issued:** 05 December 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.

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):**

A330-841 and A330-941 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 Extinguisher Bottles – Modification

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**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A330-841 and A330-941 aeroplanes, all manufacturer serial numbers (MSN).

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) A330-26-3076.

**Affected part:** Fire extinguisher bottle having Part Number (P/N) 34500063-11.

**Serviceable part:** Fire extinguisher bottle having P/N 34500074-11.

**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.



The SB provides a list of aeroplanes (MSN) which have been delivered with an affected part installed. An aeroplane having an MSN not listed in the SB, and on which no fire extinguisher bottle has been replaced in service, is Group 2.

**Reason:**

Occurrences have been reported of cracks on the discharge outlet of affected parts. Subsequent investigations determined that the heat treatment applied in production makes those parts susceptible to stress corrosion cracking.

While the investigations determined that the performances of the engine fire extinguishing system are not significantly affected, the rate of findings is such to qualify this condition as potentially unsafe.

To address this potential unsafe condition, Airbus issued this SB, providing instructions for replacement of affected parts.

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

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

**Modification:**

- (1) For Group 1 aeroplanes: Within 30 months after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: The SB provides instructions to modify and reidentify an affected part into a serviceable part, by reference to Meggitt Safety Systems INC SB 52002066-26-01.

**Part(s) Installation:**

- (2) Do not (re)install 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.

**Ref. Publications:**

Airbus SB A330-26-3076 original issue dated 15 November 2024.

The use of later approved variations or 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 03 January 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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).

