Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-194

Issued: 16 December 2025

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 and A340 aeroplanes

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

TCDS Number(s): EASA.A.004 and EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Fuel Low Pressure Shut-Off Valve – Leak Check

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Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A330-243, A330-243F, A330-341, A330-342, A330-343, A330-743L, A330-841 and A330-941 aeroplanes, all manufacturer serial numbers (MSN); and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.

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

The SB: Airbus Service Bulletin (SB) A330-28-3145, SB A340-28-4146 and SB A340-28-5064, as applicable.

Affected part: Fuel low pressure shut-off valve (LPSOV) Part Number (P/N) HTE900212, P/N 12M0134-1100, P/N FRH120199M, P/N 12M0090, P/N FRH120266M and P/N FRH120197M.

Serviceable part: Any fuel LPSOV eligible for installation in accordance with Airbus instructions

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

Aeroplane reference date: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Reason:

Occurrences of leaks on closed fuel LPSOV were reported. Depending on its amount, a fuel leak from LPSOV could sustain a fire.

This condition, if not detected and corrected, could lead to the inability to extinguish a fire, and result in significant damage of aeroplane structure or systems .

To address this potential unsafe condition, Airbus published the SB, providing instructions for repetitive leak checks of the affected parts.

For the reason described above, this AD requires repetitive leak checks of the 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:

Repetitive Leak Checks:

(1) For Group 1 aeroplanes: Within the initial compliance time as defined in this AD, as applicable, and, thereafter, at intervals not to exceed 13 000 flight hours (FH), 6 500 flight cycles (FC) or 144 months, whichever occurs first, accomplish a leak check of each affected part in accordance with the instructions of the SB.

Table 1 – Initial Compliance Time

Aeroplane reference date	Compliance time
Before the effective date of this AD	Within 35 months after the effective date of this AD
On or after the effective date of this AD	Within 13 000 FH, 6 500 FC or 144 months, whichever occurs first after the aeroplane reference date

Corrective Actions:

(2) If, during any leak check as required by paragraph (1) of this AD, any discrepancy of an affected part, as defined in the SB, is detected, before next flight, replace that affected part by a serviceable part in accordance with the instructions of the SB.

Terminating Action:

(3) None.

Part(s) Installation:

(4) For Group 1 and Group 2 aeroplanes From the effective date of this AD, it is allowed to install an affected part on an aeroplane provided that, before next flight after installation, it passes a leak check in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: Following installation of an affected part on an aeroplane, that aeroplane is a Group 1, and the actions required by this AD for Group 1 aeroplanes, as applicable, must be accomplished accordingly.

Acceptable Method of Compliance:

(5) Accomplishment on an affected part of an aeroplane of MPD task 282400-03-1, 282400-03-2 or 282400-03-3 constitutes an acceptable alternative method to accomplish a leak check as required by paragraph (1) of this AD for that affected part of that aeroplane .

Credit:

(6) Accomplishment of a leak check on an aeroplane, in accordance with the instructions of the SB, meets the requirement to perform MPD task 282400-03-3 (CMR for A340-200/300) or MPD task 282400-03-1 (CMR) for A340-500/600.

Ref. Publications:

Airbus SB A330-28-3145 original issue dated 13 November 2025.

Airbus SB A340-28-4146 original issue dated 13 November 2025.

Airbus SB A340-28-5064 original issue dated 13 November 2025.

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 13 January 2026.

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.