


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No: 2007- 0080-R1</p> <p>Date: 13 April 2007</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name :	Type/Model designation(s) :	
AIRBUS	A330 and A340 aircraft	
TCDS Number: EASA A.004, EASA A.015		
Foreign AD: Not applicable		
Revision: This AD revises AD 2007-0080 -E		
ATA 24 & 49 Electrical Power / Auxiliary Power Unit - Oil Pump Module - Inspection		
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	AIRBUS A330 and A340 aircraft, all certified models, all serial numbers delivered before 01 March 2007.	
Reason:	<p>Two A330 operators have reported uncontained APU generator failures on ground. In both events, a loud noise was heard, followed by an APU automatic shutdown.</p> <p>Preliminary investigations confirmed an uncontained APU Generator failure with subsequent aircraft structural damages to the APU compartment and, in one case, to the stabiliser compartment.</p> <p>Loose APU generator parts can lead to damage to the APU fire wall which might reduce its fire extinguishing capability, possibly leading to a temporary uncontrolled fire which constitutes an unsafe condition. Further detailed investigations are ongoing to determine the root causes of both events.</p> <p>The initial Airworthiness Directive (AD) 2007-0080-E mandated a one time inspection in order to get a complete fleet status.</p> <p>Its revision 1 is issued:</p> <ul style="list-style-type: none"> - to clarify the compliance time of action n°2 in the compliance section, - to release aircraft operated under certain configuration from the 	

	<p>repetitive check required by action n°2</p> <p>and</p> <ul style="list-style-type: none"> - to extend the compliance time for the one-time inspection from 22 April 2007 to 31 May 2007.
Effective Date:	17 April 2007
Compliance:	<p><u>1. ONE-TIME INSPECTION</u></p> <p>Unless already accomplished, not later than 31 May 2007:</p> <p>In accordance with instructions of the relevant AIRBUS All Operators Telex (AOT) A330-24A3042 or AOT A340-24A4056 or AOT A340-24A5020, inspect the inlet screen (last chance filter) for the generator scavenge-oil pump for signs of debris and if necessary, apply the associated corrective actions.</p> <p><u>2. ADDITIONAL REQUIREMENTS FOR A330 AIRCRAFT UNDER MMEL item 24-22-01 'AC Main Generation' or MMEL item 36-11-01 'Bleed Air Supply System failure' :</u></p> <p>Until the 31 May 2007, before each flight, perform a check of the differential pressure indicator button on the lube filter and of the generator scavenge filter in accordance with instructions of AIRBUS AOT A330-24A3042.</p> <p>The repetitive check of paragraph 2. is not required for aircraft operated under MMEL item 36-11-01 and provided the APU generator is removed or deactivated.</p>
Ref. Publications:	<p>AIRBUS All Operators Telex (AOT) A330-24A3042 Original issue, Revision 1 or Revision 2</p> <p>AIRBUS AOT A340-24A4056 Original issue, Revision 1 or Revision 2</p> <p>AIRBUS AOT A340-24A5020 Original issue, Revision 1 or Revision 2 or any later approved revision.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The safety assessment had requested not to implement the full consultation process and an immediate publication and notification. The initial issue was released as an emergency AD on the 26th of March 2007. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office – EAL Fax : + 33 5 61 93 45 80 or + 33 5 61 93 44 51.