

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0073 Date: 20 April 2011 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A330 and A340 aeroplanes
TCDS Number :	EASA.A.004, EASA.A.015
Foreign AD :	Not applicable
Supersedure :	None
ATA 26	Fire protection – Fire Detection Unit (FDU) – Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330 aeroplanes, models -201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342 and -343, all manufacturer serial numbers (MSN). Airbus A340 aeroplanes, models -211, -212, -213, -311, -312, -313, -541, -542, -642 and -643, all MSN.
Reason:	During a pre-flight test before delivery of an aeroplane from the Airbus production line, a fault message was triggered on FDU1. Investigations by the supplier on the faulty FDU have identified a soldering quality issue on one of the internal cards. This quality issue resulted from a specific repair process that was applied to some FDU Part Number (P/N) 3711-00 during manufacturing. The FDU monitors the engine, Auxiliary Power Unit (APU) and Main Landing Gear (MLG) bay fire detection systems. This condition, if not corrected, may adversely affect the fire detection system performance in case of a fire in the area that is monitored by the faulty FDU, potentially resulting in an unsafe condition. For the reasons described above, this AD requires the identification and replacement of the affected FDU.
Effective Date:	04 May 2011

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

Required as indicated, unless accomplished previously:

- (1) Within 1 000 Flight Hours (FH) after the effective date of this AD, accomplish the actions of paragraphs (1.1) and (1.2) of this AD:
- (1.1) Inspect the Fire Detection Unit (FDU) of each engine, of the APU and, if applicable, of the MLG Bay (A340-500/-600 aeroplanes only) to identify the P/N and serial number (s/n), in accordance with the instructions of Airbus All Operators Telex (AOT) A330-26A3052, or AOT A340-26A4044, or AOT A340-26A5024, as applicable to aeroplane type and model.
- (1.2) If a P/N 3711-00 FDU is installed and the s/n of the FDU, identified as required by paragraph (1.1) of this AD, is listed in Table 1 of this AD, replace the affected FDU with a serviceable FDU, in accordance with the instructions of Airbus AOT A330-26A3052 or AOT A340-26A4044 or AOT A340-26A5024, as applicable to aeroplane type and model.

Table 1 – Affected P/N 3711-00 Fire Detection Units

s/n	
ZL0683	ZL0742 and ZL0743
ZL0718	ZL0745
ZL0721 through ZL0725 inclusive	ZL0747
ZL0727	ZL0770
ZL0729 through ZL0731 inclusive	ZL0772
ZL0736	ZL0775
ZL0738	ZL0788
ZL0740	ZL0804

Note: For information, some of the affected P/N 3711-00 FDU have been installed in production on certain aeroplanes, as indicated in Table 2 below:

Table 2 – FDU Installed in production

A330, MSN	Position	s/n
1177	ENG2 FDU (1WD2)	ZL0683
1191	ENG2 FDU (1WD2)	ZL0723
1192	ENG1 FDU (1WD1)	ZL0721
	ENG2 FDU (1WD2)	ZL0722
1193	APU FDU (13WG)	ZL0718
1195	ENG1 FDU (1WD1)	ZL0740
1196	ENG1 FDU (1WD1)	ZL0742
	ENG2 FDU (1WD2)	ZL0736
	APU FDU (13WG)	ZL0743
1198	ENG2 FDU (1WD2)	ZL0738
1199	APU FDU (13WG)	ZL0731
1200	ENG1 FDU (1WD1)	ZL0747
1206	ENG2 FDU (1WD2)	ZL0770

- (2) A review of the aeroplane maintenance records is acceptable in lieu of the inspection required by paragraph (1.1) of this AD, provided the P/N and s/n of the installed FDU can be conclusively identified from that review.

	(3) From the effective date of this AD, do not install on an aeroplane any P/N 3711-00 FDU with a s/n listed in Table 1 of this AD, unless the FDU has been repaired in accordance with the instructions of Airbus AOT A330-26A3052, or AOT A340-26A4044, or AOT A340-26A5024, as applicable to aeroplane type and model.
Ref. Publications:	Airbus All Operators Telex A330-26A3052 dated 19 April 2011; Airbus All Operators Telex A340-26A4044 dated 19 April 2011; Airbus All Operators Telex A340-26A5024 dated 19 April 2011. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, 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 – Airworthiness Office – EAL; E-mail: airworthiness.A330-A340@airbus.com .