EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0033 **Date: 19 February 2013** 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 EU 748/2012, Part 21.A.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].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A330 and A340 aeroplanes

TCDS Number:	EASA A.004, EASA A.015
Foreign AD:	Not applicable
Supersedure:	None

ATA 26, 33, 36, 53	**Fire Protection / Lights / Pneumatic / Fuselage – Prevention against Explosion Risks in Section 19 – Modifications**
Manufacturer(s):	Airbus (formerly AIRBUS INDUSTRIE)
Applicability:	Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN). 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.
Reason:	Prompted by an accident of a Boeing 747-131 (flight TWA800), the FAA published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) published Interim Policy INT/POL/25/12. In response to these regulations, a global design review conducted by Airbus on the A330 and A340 type design Section 19, which is a flammable fluid leakage zone and a zone adjacent to a fuel tank, highlighted potential deviations. The specific identified cases were that drainage is inefficient in flight on A340-500/-600 aeroplanes, maintenance lights are not qualified explosion proof, and hot surfaces may exist on bleed system during normal/failure operations. This condition, if not corrected, in combination with a fuel leak generating flammable vapours in the area, could result in a fuel tank explosion and consequent loss of the aeroplane. To address this unsafe condition, Airbus developed various modifications of the aeroplane, to be embodied in service.

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<tr><td></td><td>For the reasons described above, this AD requires removal of bulb type maintenance lights for all aeroplanes, installation of the drain mast between Frame (FR) 80 and FR83 for A340-500/-600, and installation of muffs on connecting bleed elements to minimize hot surfaces on A330 and A340-200/-300.</td></tr>
<tr><td>Effective Date:</td><td>05 March 2013</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:
(1) For A330 and A340 aeroplanes, except those on which Airbus modification 56739 has been embodied in production:
Within 26 months after the effective date of this AD, remove the maintenance lights in accordance with the instructions of Airbus Service Bulletin (SB) A330-33-3041 or SB A340-33-4026 or SB A340-33-5006, as applicable to aeroplane type and model.
Note: For A340-500/-600 aeroplanes, Airbus issued SB A340-33-5007 to introduce halogen type lights which are qualified explosion proof and that can be installed (at operator’s discretion) after removal of the non-explosion proof lights as required by paragraph (1) of this AD. For A330 and A340-200/-300 aeroplanes, Airbus will issue SB A330-33-3042 and SB A340-33-4027 for the installation of similar lights.
(2) For A330 and A340-200/-300 aeroplanes, except those on which Airbus modification 52260 has been embodied in production:
Within 26 months after the effective date of this AD, install insulation muffs on connecting Auxiliary Power Unit bleed air duct in accordance with the instructions of Airbus SB as defined in Table 1 of this AD, as applicable to aeroplane configuration.
Table 1 : Aeroplane configuration
<table><tr><td>Aeroplane configuration</td><td>Airbus SB, as applicable to aeroplane type and model</td></tr><tr><td>A330 aeroplanes on which SB A330-36-3032 is embodied</td><td>SB A330-36-3038</td></tr><tr><td>A330 aeroplanes on which SB A330-36-3032 is not embodied</td><td>SB A330-36-3040</td></tr><tr><td>A340 aeroplanes</td><td>SB A340-36-4035</td></tr></table>(3) For an A330 aeroplane on which SB A330-36-3032 is not embodied, and for A340 aeroplanes, modification in accordance with the instructions of Airbus SB A330-36-3037 Revision 01, or SB A340-36-4033, as applicable to aeroplane type and model, is an acceptable alternative to the requirement of paragraph (2) of this AD, provided the modification is accomplished within the same compliance time as specified in paragraph (2) of this AD.
(4) For A340-500/-600 aeroplanes, except those on which Airbus modification 54636 or 54637 has been embodied in production:
Within 26 months after the effective date of this AD, install a drain mast between FR80 and FR83 in accordance with the instructions of Airbus SB A340-53-5031.</td></tr>
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Ref. Publications:	Airbus SB A340-53-5031 Original issue dated 31 July 2006, Revision 01 dated 10 January 2008 or Revision 02 dated 03 August 2011. Airbus SB A330-33-3041 Original issue dated 03 January 2012. Airbus SB A340-33-4026 Original issue dated 03 January 2012. Airbus SB A340-33-5006 Original issue dated 03 January 2012. Airbus SB A330-36-3040 Original issue dated 18 September 2012. Airbus SB A340-36-4035 Original issue dated 18 September 2012. Airbus SB A330-36-3037 Revision 01 dated 24 January 2013. Airbus SB A330-36-3038 Original issue dated 16 January 2012. Airbus SB A340-36-4033 Original issue dated 23 September 2011. Airbus SB A340-33-5007 Original issue dated 11 January 2013. Airbus SB A330-33-3042 (not yet issued at the time of publication of this AD). Airbus SB A340-33-4027 (not yet issued at the time of publication of this AD). 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. This AD was posted on 15 November 2012 as PAD 12-146 for consultation until 28 December 2012 and republished on 28 January 2013 as PAD 12-146R1 for additional consultation until 13 February 2013. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 – EIAL, mail: airworthiness.A330-A340@airbus.com.