

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 08-095 Date: 19 August 2008 Note: This Proposed Airworthiness Directive (PAD) 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.
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 closing date indicated.	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A330 and A340 aircraft
TCDS Number : EASA.A.004, EASA.A.015	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA AD 2008-0017R1 dated 17 June 2008.	
ATA 24, 49	Electrical Power / Airborne Auxiliary Power – Auxiliary Power Unit (APU) Generator – Inspection / Modification
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 aircraft, all serial numbers, except those on which AIRBUS modification 56985 has been embodied in production. AIRBUS A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aircraft, all serial numbers, except those on which AIRBUS modification 56985 has been embodied in production.
Reason:	Uncontained APU generator failures on ground have occurred on Airbus A330 aircraft in service. APU generator design is common to all A330 and A340 aircraft. Preliminary investigations confirmed that these failures have resulted in structural damage to the APU compartment and, in one case, to the stabiliser compartment. Loose APU generator parts can lead to damage to the APU firewall, reducing its fire extinguishing capability and potentially leading to a temporary uncontrolled fire. Although the root cause has not been determined, the investigation showed a sequence of events, where a collapse of the Drive End Bearing (DEB) leads to an uncontained failure. Evidence has also shown that the DEB failures are not instantaneous, and therefore, the detection of small debris could indicate early stage of a DEB failure. To address this subject, EASA issued Emergency AD 2007-0188-E, requiring

	repetitive inspections of the APU generator Scavenge filter element and filter housing and of the APU generator Drain plug for signs of small debris coming from the APU generator, allowing detection of the early stage of APU generator failure. That AD was later revised to extend the compliance time and to provide another option for the repetitive inspection. Subsequently, another uncontained APU generator failure occurred on ground on an A330 aircraft, operated within the provisions of MMEL item 36-11-01, with similar structural damages as the previous APU generator burst events. The investigation of this event revealed that the inspection required by paragraph 4 of AD 2007-0188R1 before the first flight under the MMEL rectification interval had not been performed, and that the APU generator had not been properly installed (two seal plates instead of one). Consequently, EASA issued AD 2008-0017, superseding AD 2007-0188R1 and requiring the following additional actions: - a visual inspection of the APU generator seal plate fitting, - an inspection following MMEL item 36-11-01 or 24-22-01 rectification, and - an inspection each time a (new or serviceable) APU generator or APU is installed on an aircraft. EASA issued AD 2008-0017R1 to cancel the inspection of paragraph 4 for A330 aircraft, when operated within the provisions of MMEL item 36-11-01 further to ETOPS certification of A330 APU. Finally, Airbus has developed a secondary housing for the APU generator that is designed to contain APU generator parts in the event of an APU generator burst. For the reasons described above, this AD retains the requirements of EASA AD 2008-0017R1, which is superseded, and adds the requirement to install a secondary housing on the APU generator. After installation of the secondary APU generator housing on an aircraft, the repetitive inspections of this AD are no longer required for that aircraft.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	1. Unless accomplished previously, within 450 flight hours (FH) or 200 APU operating hours after the last inspection as required by paragraph 1, 2 or 3 of EASA AD 2008-0017R1, or since the first flight of the aircraft, whichever occurs later, accomplish the inspections and corrective actions in accordance with the instructions of paragraph 4.2.2 of AIRBUS All Operator Telex (AOT) A330-24A3044 Revision 03, or AOT A340-24A4057 Revision 03, or AOT A340-24A5021 Revision 02, as applicable to aircraft model. 2. Thereafter, at intervals not exceeding 450 AFH or 200 APU operating hours, whichever occurs later, repeat the inspections as required by paragraph 1 of this AD and apply the associated corrective actions. 3. At each time an APU Generator or an APU is installed on aircraft: 3.1 From 05 February 2008 [effective date of AD 2008-0017R1], perform the inspection in accordance with paragraph 4.2.1 of AOT A330-24A3044 Revision 03 or AOT A340-24A4057 Revision 03 or AOT A340-24A5021 Revision 02, as applicable to aircraft model. 3.2 Within 450 Aircraft FH or 200 APU operating hours, whichever occurs later, after the inspection performed as per paragraph 3.1 of this AD, apply the requirements of paragraph 2 of this AD. 4. For A330 aircraft operated within the provisions of MMEL item 24-22-01'AC Main Generation': When the aircraft is dispatched with APU operating during the entire flight in accordance with MMEL requirement, perform the inspection required in paragraph 1 of this AD:

	- before the first flight of the MMEL rectification interval and - before the first flight following MMEL rectification, unless the APU Generator is removed or deactivated (quill shaft removed) as per MMEL item. 5. Alternative to postpone the inspection required by paragraph 1 or 2 of this AD: Aircraft dispatch is authorised provided one of the options is applied (APU Gen removal, APU Gen deactivation or APU inoperative) as described in paragraph 4.3 of the relevant AIRBUS AOT A330-24A3044 Revision 03 or AOT A340-24A4057 Revision 03 or AOT A340-24A5021 Revision 02, as applicable to aircraft model. The deferred inspection must be performed before the first flight after reactivation of the system. 6. Terminating Action - Modification Unless accomplished previously, not later than 31 March 2009, install a secondary housing Line Replaceable Unit (LRU) over the end of the APU generator in accordance with instructions given in Airbus SB A330-24-3045 or SB A340-24-4058 or SB A340-24-5022, as applicable to aircraft model.
Ref. Publications:	AIRBUS AOT A330-24A3044 Revision 03 AIRBUS AOT A340-24A4057 Revision 03 AIRBUS AOT A340-24A5021 Revision 02 AIRBUS SB A330-24-3045 at original issue AIRBUS SB A340-24-4058 at original issue AIRBUS SB A340-24-5022 at original issue The use of later approved revisions of these documents is acceptable for compliance with the requirements of the AD.
Remarks :	1. This Proposed AD will be closed for consultation on 02 September 2008. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu 3. For any question concerning the technical content of the requirements in this PAD, please contact AIRBUS – Airworthiness Office – EAL, Fax: + 33 5 61 93 45 80 or + 33 5 61 93 44 51. E-mail: airworthiness.A330-A340@airbus.com