

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 10-028 Date: 15 March 2010 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 A340-200/-300 aeroplanes
TCDS Number : EASA A.004, EASA A.015	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA AD 2008-0209 dated 27 November 2008.	
ATA 28	Fuel – Fuel Pump Non-Return Valve (NRV) – Operational Test
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330 aeroplanes, models -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343, all manufacturer serial numbers. Airbus A340 aeroplanes, models -211, -212, -213, -311, -312 and -313, all manufacturer serial numbers.
Reason:	An A340 operator has reported an uncommanded engine n°4 shut down during taxi after landing. The root cause of this event has been identified as the failure of the fuel pump Non-Return Valve preventing the collector cell jet pump from working correctly. This led to the n°4 collector cell fuel level to drop below the pump inlet level and consequently causing engine n°4 flame out. A330 aeroplanes which have a similar design are also impacted by this condition. Multiple NRV failures in combination with certain trapped fuel cases could potentially increase the quantity of unusable fuel on the aeroplane, possibly leading to fuel starvation which could result in engines in-flight shut down and would constitute an unsafe condition. To prevent and detect this condition, EASA AD 2008-0209 required repetitive operational tests to check the correct operation of NRV and to apply the associated corrective actions.

	This AD retains the requirements of EASA AD 2008-0209, which is superseded, and requires for aeroplanes which have replaced a NRV to perform an additional operational test to confirm that corrective maintenance action has been successful for the affected collector cell.
Effective Date:	14 days after final AD issue date
Required action(s) and Compliance Time(s):	Required as indicated: (1) Unless already accomplished, Perform an operational test for correct functioning of NRV and apply the associated corrective actions in accordance with the instructions defined in Airbus Service Bulletin (SB) A330-28-3108 Revision 01 or SB A340-28-4123 Revision 01, as applicable: <u>For A330 aeroplanes :</u> (a) Before accumulating 10 000 Flight Hours (FH) after the aeroplane first flight or (b) within 2 years or 8 000 FH after 11 December 2008 [the effective date of EASA AD 2008-0209], whichever occurs first, whichever occurs later between (a) and (b). <u>For A340-200/-300 aeroplanes :</u> (c) Before accumulating 25 000 FH after the aeroplane first flight or (d) within 2 years or 9 000 FH after 11 December 2008 [the effective date of EASA AD 2008-0209], whichever occurs first, whichever occurs later between (c) and (d). (2) Repeat this operational test defined in paragraph (1) of this AD at interval not exceeding: <u>For A330 aeroplanes:</u> 10 000 FH, <u>For A340-200/-300 aeroplanes:</u> 25 000 FH. (3) The results of the operational tests required by paragraphs (1) and (2) of this AD, whatever they are, must be reported to Airbus within 1 month after the test accomplishment date. (4) Aeroplanes that have already been tested, before the effective date of this AD, in accordance with SB A330-28-3108 at original issue or SB A340-28-4123 at original issue, as applicable, and on which the operational test for correct functioning of NRV was successful, are already compliant with the requirements of paragraph (1) of this AD, but the repetitive operational tests required by paragraph (2) of this AD must be performed in accordance with the instructions defined in SB A330-28-3108 Revision 01 or SB A340-28-4123 Revision 01, as applicable. (5) Aeroplanes that have already been tested, before the effective date of this AD, in accordance with the instructions defined in SB A330-28-3108 at original issue or SB A340-28-4123 at original issue, as applicable, and on which at least one NRV has been replaced: No later than 15 January 2011, perform an additional operational test of the affected collector cell to confirm that corrective maintenance action has been successful for the affected collector cell, in accordance with the instructions defined in SB A330-28-3108 Revision 01 or SB A340-28-4123 Revision 01, as applicable.

Ref. Publications:	Airbus Service Bulletin A330-28-3108 at Original issue or Revision 01; Airbus Service Bulletin A340-28-4123 at Original issue or Revision 01. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 12 April 2010. 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 questions concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS –Airworthiness Office – EAL. Fax: +33 5 61 93 45 80. E-mail: airworthiness.A330-A340@airbus.com .