


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0090</b></p> <p><b>Date: 22 May 2012</b></p> <p>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.</p>
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].	
<b>Design Approval Holder's Name :</b> AIRBUS	<b>Type/Model designation(s) :</b> A330 and A340 aeroplanes
<b>TCDS Number:</b>	EASA.A.004, EASA.A.015
<b>Foreign AD:</b>	Not applicable
<b>Supersedure:</b>	None
<b>ATA 21</b>	<b>Air Conditioning – Bulk Cargo Isolation Valve Bonding Lead and Route 1M – Modification</b>
<b>Manufacturer(s):</b>	Airbus (formerly Airbus Industrie)
<b>Applicability:</b>	<p>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), except those on which Airbus modification (mod.) 201500 has been embodied in production.</p> <p>Airbus A330-223F and A330-243F aeroplanes, all MSN, except those on which Airbus mod. 201681 has been embodied in production.</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN.</p>
<b>Reason:</b>	<p>It was noticed in production that the bonding lead from the isolation valve 283HN to Frame (FR) 64, between Stringer (STGR) 33 and STGR 34, was too close to the electrical harness 5871VB. The results of the technical investigations carried out by Airbus determined that this insufficient clearance may cause chafing between the electrical harness 5871VB and the associated bonding lead.</p> <p>This condition, if not corrected, could lead to a short circuit of the isolation valve and consequent non-closure of the isolation valve 283HN, which would prevent the air flow to be shut-off in case of fire, potentially resulting in damage to the aeroplane and injury to its occupants.</p> <p>For the reasons described above, this AD requires the installation of a new bonding bracket and new bonding lead at STGR33, between FR64 and FR65 introduced by Airbus modification (mod.) 201500 or mod. 201681 in</p>

	<p>production, or Airbus Service Bulletin (SB) A330-21-3165, SB A330-21-3160 or SB A340-21-4152 in service.</p> <p>In addition, for aeroplanes already modified in accordance with the instructions of Airbus SB A330-21-3165 or SB A340-21-4152 at original issue or Revision 01, it requires accomplishment of the additional work (additional wiring connected to the structure of the aeroplane).</p>
Effective Date:	05 June 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 48 months after the effective date of this AD, modify the bonding lead installation of the isolation valve 283HN in accordance with the accomplishment instructions of Airbus SB A330-21-3165 Revision 02, or Airbus SB A330-21-3160, or Airbus SB A340-21-4152 Revision 02, as applicable to aeroplane type.</li> <li>(2) For aeroplanes which have already been modified, prior to the effective date of this AD, in accordance with the instructions of Airbus SB A330-21-3165 at original issue or Revision 01, or in accordance with the instructions of Airbus SB A340-21-4152 at original issue or Revision 01, within the compliance time defined in paragraph (1) of this AD, perform the additional work in accordance with the instructions of Airbus SB A330-21-3165 Revision 02, or Airbus SB A340-21-4152 Revision 02, as applicable to aeroplane type.</li> </ol>
Ref. Publications:	<p>Airbus SB A330-21-3165 Revision 02 dated 29 March 2012,  Airbus SB A330-21-3160 at original issue dated 04 August 2011,  Airbus SB A340-21-4152 Revision 02 dated 29 March 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was initially posted on 06 January 2012 as PAD 12-002 for consultation until 03 February 2012. It was re-published as PAD 12-002R1 on 27 April 2012 for consultation until 11 May 2012. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:  AIRBUS – Airworthiness Office – EIAL, Fax: +33 5 61 93 45 80 or + 33 5 61 93 44 51.  E- mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>