


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-002R1</p> <p>Date: 27 April 2012</p> <p>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.</p>
<p>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.</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A330 and A340 aeroplanes</p>
TCDS Number :	EASA.A.004, EASA.A.015
Foreign AD :	Not applicable
Supersedure :	None
ATA 21	Air Conditioning – Bulk Cargo Isolation Valve Bonding Lead and Route 1M – Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<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>
Reason:	<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>Since this PAD was issued, it has been identified that additional work, introduced by Airbus SB A330-21-3165 Revision 02 and Airbus SB A340-21-4152 Revision 02, for already modified (original SB or Revision 01) aeroplanes, was not included as part of the normal accomplishment instructions, and therefore was not included as requirement in the original PAD.</p> <p>For the reason described above, paragraph (2) of this PAD has been revised to require the additional work on the isolation valve 283HN.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (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. (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 on the isolation valve 283HN 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.
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"> 1. This original issue of this Proposed AD was closed for consultation on 03 February 2012. This Proposed AD Revision 01 will be closed for consultation on 11 May 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive 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 SAS Airworthiness Office – EAL, E- mail: airworthiness.A330-A340@airbus.com