


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-146R1</p> <p>Date: 28 January 2013</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>	
Design approval Holder's Name: AIRBUS	Type/Model designation(s): 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:	<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).</p> <p>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.</p>
Reason:	<p>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.</p> <p>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.</p> <p>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.</p> <p>To address this unsafe condition, Airbus developed various modifications of the aeroplane, to be embodied in service.</p>

	<p>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.</p> <p>Since issuance of EASA PAD 12-146, it has been reported that the instructions of Airbus Service Bulletin (SB) A330-36-3040 cannot be accomplished on all aeroplane configurations. In addition, for A340-500/-600 aeroplanes, Airbus have now issued SB A340-33-5007 to introduce halogen type lights which are qualified explosion proof.</p> <p>For the reasons described above, this PAD is revised to update paragraph (2) of this AD. A note is added to highlight that Airbus SB A340-33-5007 is now available. In addition, some discrepancies have been identified in Airbus SB A330-36-3037 at original issue and will be corrected in revision 01 (to be issued).</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> <p>(1) For A330 and A340 aeroplanes, except those on which Airbus modification 56739 has been embodied in production:</p> <p>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.</p> <p>Note: For A340-500/-600 aeroplanes, Airbus have now issued SB A340-33-5007 to introduce halogen type lights Part Number F1000955-01 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 SBs for the installation of similar lights.</p> <p>(2) For A330 and A340-200/-300 aeroplanes, except those on which Airbus modification 52260 has been embodied in production:</p> <p>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.</p> <p style="text-align: center;">Table 1 : Aeroplane configuration</p> <table border="1"> <tr> <th>Aeroplane configuration</th><th>Airbus SB, as applicable to aeroplane type and model</th></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> <p>(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</p>	Aeroplane configuration	Airbus SB, as applicable to aeroplane type and model	A330 aeroplanes on which SB A330-36-3032 is embodied	SB A330-36-3038	A330 aeroplanes on which SB A330-36-3032 is not embodied	SB A330-36-3040	A340 aeroplanes	SB A340-36-4035
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A340 aeroplanes	SB A340-36-4035								

	<p>accomplished within the same compliance time as specified in paragraph (2) of this AD.</p> <p>(4) For A340-500/-600 aeroplanes, except those on which Airbus modification 54636 or 54637 has been embodied in production:</p> <p>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.</p>
Ref. Publications:	<p>Airbus SB A340-53-5031 Original issue dated 31 July 2006, Revision 01 dated 10 January 2008 or Revision 02 dated 03 August 2011.</p> <p>Airbus SB A330-33-3041 Original issue dated 03 January 2012.</p> <p>Airbus SB A340-33-4026 Original issue dated 03 January 2012.</p> <p>Airbus SB A340-33-5006 Original issue dated 03 January 2012.</p> <p>Airbus SB A330-36-3040 Original issue dated 18 September 2012.</p> <p>Airbus SB A340-36-4035 Original issue dated 18 September 2012.</p> <p>Airbus SB A330-36-3037 Revision 01 (to be issued).</p> <p>Airbus SB A330-36-3038 Original issue dated 16 January 2012.</p> <p>Airbus SB A340-36-4033 Original issue dated 23 September 2011.</p> <p>Airbus SB A340-33-5007 Original issue dated 11 January 2013.</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 Proposed AD will be closed for consultation on 11 February 2013. 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 – Airworthiness Office – EIAL, mail: airworthiness.A330-A340@airbus.com.