| EASA | NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE |
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| | **PAD No.: 13-080**<br><br>**Date: 18 June 2013**<br><br>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.

| **Design Approval Holder's Name:** | **Type/Model designation(s):** |
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| AIRBUS | A330 and A340-200/300 aeroplanes |

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| TCDS Number: | EASA.A.004, EASA.A.015 |
| Foreign AD: | Not applicable |
| Supersedure: | None |

| **ATA 92** | **Electric and Electronic Common Installation – Harness at Door 3 Area – Modification** |
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| Manufacturer(s): | Airbus (formerly Airbus Industries) |
| Applicability: | Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, 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) on which Airbus Modification (Mod) No 48825D42865 is embodied in production, except those on which Mod No 52485D47698 and 40161D17512 are embodied.<br><br>Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN on which Airbus Mod No 48825D42865 is embodied in production, except those on which Mod No 55606D51404 and Mod 40161D17512 are embodied. |
| Reason: | On the production line, electrical harnesses 1523VB and 1524VB have been found in contact with hatrack rod at Frame (FR) 53.7 between stringers (STR) 14 and 15. It was concluded that there is a risk of chaffing between these harnesses and the surrounding structure, which could lead to a short circuit on two oxygen chemical generators containers in different wiring routes. Consequently, the electrical opening of all the containers connected to these routes would not be possible, resulting in a malfunction of up to two thirds of the affected containers.<br><br>This condition, if not corrected, could lead, in case of a sudden depressurisation event, to lack of oxygen supply, possibly resulting in injuries to aeroplane occupants.<br><br>To address this potential unsafe condition, Airbus developed two modifications |

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| | of the routing of the affected harness.<br>For the reasons described above, this AD requires the modification of the routing of harnesses 1523VB and 1524VB. |
| Effective Date: | [TBD: 14 days after final AD issue date] |
| Required Action(s) and Compliance Time(s): | Required as indicated, unless accomplished previously:<br>Within 24 months after the effective date of this AD, modify the routing of the harnesses 1523VB and 1524VB at the level of the door 3 area at Left Hand and Right Hand sides in accordance with the instructions of Airbus SB A330-92-3098 or Airbus SB A340-92-4084 as applicable to aeroplane model. |
| Ref. Publications: | Airbus SB A330-92-3098 original issue dated 11 January 2013.<br>Airbus SB A340-92-4084 original issue dated 11 January 2013.<br>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 16 July 2013.<br>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.<br>3. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com. |