

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 14-010R1 Date: 28 May 2014 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: AIRBUS		Type/Model designation(s): A330 and A340 aeroplanes
TCDS Number: EASA A.004, EASA A.015		
Foreign AD: Not applicable		
Supersedure: This AD supersedes EASA AD 2013-0033 dated 19 February 2013.		
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:	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). 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.	
Reason:	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. 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 in-flight fuel drainage is insufficient on A340-500/-600 aeroplanes, maintenance lights are not qualified explosion proof, and hot surfaces may exist on bleed systems during normal/failure operations. 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. To address this unsafe condition, Airbus developed various modifications of the aeroplane, to be embodied in service.	

	Consequently, EASA issued AD 2013-0033 to require removal of bulb type maintenance lights for all aeroplanes, installation of a drain mast between Frame (FR) 80 and FR83 for A340-500/-600 aeroplanes, and installation of muffs on connecting bleed elements to minimize hot surfaces on A330 and A340-200/-300 aeroplanes. Since that AD was issued, it was reported that, for A340-200/-300 aeroplanes, accomplishment instructions in the applicable Airbus Service Bulletins (SB) for aeroplanes in Configurations 002 and 005 were detailed in Configuration 003 and conversely, accomplishment instructions for aeroplane in Configuration 003 were detailed in Configurations 002 and 005. This can lead to incorrect installation of some insulation sleeves on the Auxiliary Power Unit (APU) Air Bleed Ducts between Frame 83 and 84 for configurations 002, 003 and 005 as per Airbus SB A340-36-4035 at original issue. Prompted by this finding, Airbus revised the affected SB with additional work required for aeroplanes included in configurations 002, 003 and 005 that were modified using the original issue of the SB. For the reasons described above, this AD retains the requirements of EASA AD 2013-0033, which is superseded, incorporates reference to the corrected Airbus SB A340-36-4035 Revision 01 and requires the additional work as specified in Airbus SB A340-36-4035 Revision 01 for aeroplanes already modified per the original SB A340-36-4035. This PAD has been revised to clarify the Reason section, following a comment received during the consultation period of EASA PAD 14-010, and to delete the reference to Technical Adaptation (TA)-SEMB-2013-917388 in paragraph (4) of this AD, as it has been determined that no credit can finally be given for aeroplanes on which this TA is embodied. Finally, paragraph (5) has been updated as only applicable Airbus SBs at Revision 2 are acceptable for compliance with the requirements of paragraph (2) of this AD.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For A330 and A340 aeroplanes, except those on which Airbus modification 56739 has been embodied in production: Within 26 months after 05 March 2013 [the effective date of EASA AD 2013-0033], 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. Note: For A340-500/-600 aeroplanes, Airbus issued SB A340-33-5007 to introduce halogen type lights 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 issued SB A330-33-3042 and SB A340-33-4027 for the installation of similar lights. (2) For A330 and A340-200/-300 aeroplanes, except those on which Airbus modification 52260 has been embodied in production: Within 26 months after 05 March 2013 [the effective date of EASA AD 2013-0033], install insulation muffs on connecting APU bleed air duct in accordance with the instructions of Airbus SB as defined in Table 1 of this AD, as applicable to aeroplane configuration.

Table 1 : Aeroplane configuration

Aeroplane type / configuration	Applicable Airbus SB
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 Revision 01

- (3) For A340 aeroplanes in configurations 002, 003 and 005 as defined in Airbus SB A340-36-4035 that have already been modified, before the effective date of this AD, in accordance with the instructions of Airbus SB A340-36-4035 at original issue, within 14 months after the effective date of this AD, accomplish the additional work in accordance with the instructions of Airbus SB A340-36-4035 Revision 01.
- (4) A340 aeroplanes in configurations 001 and 004, modified before the effective date of this AD in accordance with the instructions of Airbus SB A340-36-4035 at original issue are already in compliance with the requirements of paragraph (2) of this AD.
- (5) For an A330 aeroplane on which Airbus SB A330-36-3032 is not embodied, and for A340 aeroplanes, modification in accordance with the instructions of Airbus SB A330-36-3037 Revision 02, or Airbus SB A340-36-4033 Revision 02, as applicable to aeroplane type and model, is an acceptable alternative method to comply with the requirements of paragraph (2) of this AD, provided the modification is accomplished within the same compliance time as specified in paragraph (2) of this AD.
- (6) **For A340-500/-600 aeroplanes, except those on which Airbus modification 54636 or 54637 has been embodied in production:**
Within 26 months after 05 March 2013 [the effective date of EASA AD 2013-0033], install a drain mast between FR80 and FR83 in accordance with the instructions of Airbus SB A340-53-5031.

Ref. Publications:

Airbus SB A340-53-5031 original issue dated 31 July 2006, or Revision 01 dated 10 January 2008, or Revision 02 dated 03 August 2011.

Airbus SB A330-33-3041 original issue dated 03 January 2012, or Revision 01 dated 10 July 2012, or Revision 02 dated 07 November 2013.

Airbus SB A340-33-4026 original issue dated 03 January 2012, or Revision 01 dated 10 July 2012, or Revision 02 dated 07 November 2013.

Airbus SB A340-33-5006 original issue dated 03 January 2012.

Airbus SB A330-36-3040 original issue dated 18 September 2012, or Revision 01 dated 26 November 2012.

Airbus SB A340-36-4035 original issue dated 18 September 2012, or Revision 01 dated 24 September 2013.

Airbus SB A330-36-3037 Revision 02 dated 07 April 2014.

Airbus SB A330-36-3038 original issue dated 16 January 2012.

Airbus SB A340-36-4033 Revision 02 dated 19 May 2014.

Airbus SB A340-33-5007 original issue dated 11 January 2013.

Airbus SB A330-33-3042 original issue dated 06 November 2013.

Airbus SB A340-33-4027 original issue dated 06 November 2013.

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 11 June 2014. 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, E-mail: airworthiness.A330-A340@airbus.com.
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