

Airworthiness Directive

AD No.: 2022-0243

Issued: 08 December 2022

Note: This Airworthiness Directive (AD) is issued by EASA acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 12 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A330 and A340 aeroplanes

Effective Date: 22 December 2022

TCDS Number(s): EASA.A.004 and EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA 36 – Pneumatic – Overheat Detection System Sensing Elements – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer's serial numbers (MSN); and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Airbus Service Bulletin (SB) A330-36-3052 or SB A340-36-4036, as applicable.

The VSB: Kidde Aerospace & Defense (vendor) SB (VSB) CFD-26-3.

Affected part: Overheat detection system (OHDS) sensing elements, also identified as 'Continuous Fire Detector', having a Part Number (P/N) and corresponding date code as listed in Section 1.A of the VSB, except those that passed an inspection (no discrepancies found; one face of the connector hex nut is marked) in accordance with the instructions of Section 3 of the VSB.



Serviceable part: Any OHDS sensing element, eligible for installation, that is not an affected part.

Affected position: Positions identified as Functional Item Number (FIN), as listed in Section 3 – ‘Accomplishment Instructions’ of the SB, as applicable depending on aeroplane configuration.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Groups: Group 1 aeroplanes are those that have an affected part installed at an affected position. Group 2 aeroplanes are those that do not have an affected part installed at any affected position. An aeroplane having an MSN not listed in Section 1.A of the SB is Group 2, provided it is determined that no affected part has been installed on any affected position of the aeroplane since the aeroplane date of manufacture.

Reason:

The affected part manufacturer, Kidde Aerospace & Defense, reported that certain OHDS sensing elements, produced before 31 January 2021, may not properly detect thermal bleed leak events due to a quality escape during the manufacturing process.

This condition, if not detected and corrected, could lead to an air leak remaining undetected by the OHDS at an affected position and not being isolated during flight, possibly resulting in localized areas of the aeroplane being exposed to high temperatures, with consequent reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide inspection and replacement instructions of the affected parts at the affected positions.

For the reasons described above, this AD requires a one-time special detailed inspection (SDI) of each affected part installed at an affected position, as defined in this AD, and, depending on findings, replacement of the affected part with a serviceable part. Appendix 1 of this AD provides information how to identify affected parts (FIN and date code).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection:

- (1) For Group 1 aeroplanes: within 72 months after the effective date of this AD, accomplish an SDI of each affected part installed at an affected position, in accordance with the instructions of the SB.

Corrective Action:

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy as defined in the SB is detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the SB.



Part(s) Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part at an affected position on any aeroplane.

Ref. Publications:

Airbus SB A330-36-3052 original issue dated 27 June 2022.

Airbus SB A340-36-4036 original issue dated 27 June 2022.

Kidde Aerospace & Defense SB CFD-26-3 original issue dated 13 January 2022 or revision 1 dated 29 March 2022.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 13 September 2022 as EASA AD 2022-125 for consultation until 11 October 2022. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate; E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Part 21 Part Approval Process (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – 1700 (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.



Appendix 1 – Affected Part – Locations of P/N and Date Code

Figure 4-50. Identification Markings on Coaxial SE Male (Pin) Connector

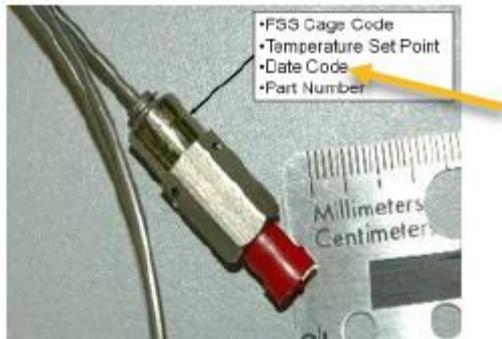
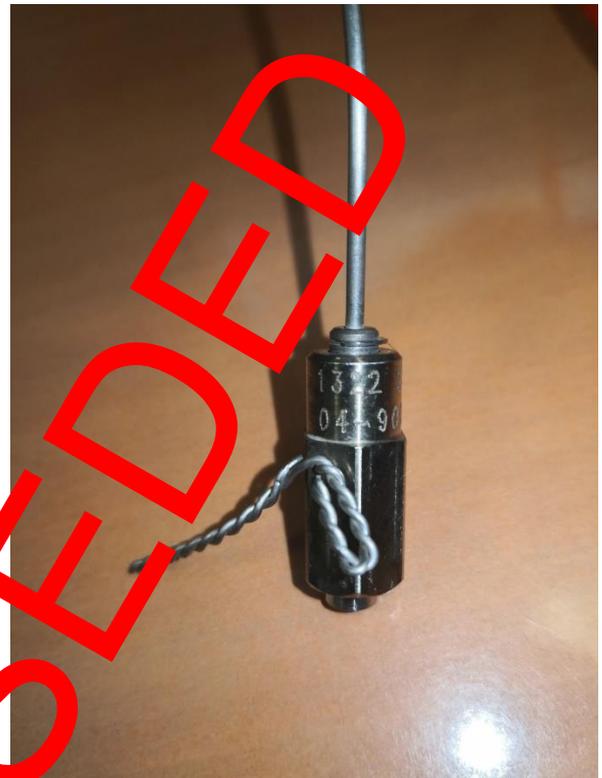


Figure 4-51. Identification Markings on Coaxial SE Female (Socket) Connector



SUPERSEDED

