



Airworthiness Directive

AD No.: 2020-0265

Issued: 02 December 2020

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 129 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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 and A340 aeroplanes

Effective Date: 16 December 2020

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

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel System – Auxiliary Power Unit Aft Fuel Pump – Replacement / Modification

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 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 applicable SB: Airbus Service Bulletin (SB) A330-28-3138 and SB A340-28-4143, as applicable.

Affected part: Auxiliary power unit (APU) aft fuel pumps, having Part Number (P/N) P93A19-202 (for A340 aeroplanes only) or P/N P93A19-203.

Serviceable part: Any APU aft fuel pump which is not an affected part, including those having P/N P93A19-204.



Groups: Group 1 aeroplanes are those that have an affected part installed.
Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

In the scope of Extended Service Goal evaluation, a strip-down performed on 3 high-life affected parts identified that the printed circuit board (PCB) varnish had deteriorated. The varnish is considered as one of the layers of protection against development of an ignition source. The root cause for the varnish deterioration is unknown, but suspected to be linked to ageing.

This condition, if not corrected, could, in case of a spark or flame in the area of the pump PCB, possibly result in a fire or explosion and consequent loss of the aeroplane.

To address this potential unsafe condition, Airbus published the applicable SB with instructions to inspect the APU aft fuel pumps for P/N identification and to replace the affected parts.

For the reasons described above, this AD requires replacement of all affected parts with serviceable parts. In addition, this AD prohibits (re)installation of affected parts on any aeroplane.

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

Required as indicated, unless accomplished previously:

Modification / Replacement:

- (1) Within 34 months after the effective date of this AD, modify the aeroplane by replacing the affected part with a serviceable part in accordance with the instructions of the applicable SB.

Parts Installation:

- (2) Do not install (see Note 1 of this AD) an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

Note 1: Removing an affected part from an aeroplane (for any reason other than to comply with this AD) and, during the same maintenance visit, re-installing that part in the same location on the same aeroplane, is not considered "install" as specified in paragraph (2) of this AD.

Ref. Publications:

Airbus SB A330-28-3138 original issue dated 12 October 2020.

Airbus SB A340-28-4143 original issue dated 12 October 2020.

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 27 October 2020 as PAD 20-170 for consultation until 24 November 2020. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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 Parts Manufacturer Approval (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 – IIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

