

Airworthiness Directive

AD No.: 2022-0175**Issued:** 23 August 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 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, 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: 06 September 2022**TCDS Numbers:** EASA.A.004, EASA.A.015**Foreign AD:** Not applicable**Supersedure:** None

ATA 49 – Airborne Auxiliary Power – Auxiliary Power Unit Tee Duct – Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus 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 SB: Airbus Service Bulletin (SB) A330-49-3033 and SB A340-49-4037, as applicable.

Affected part: Auxiliary Power Unit (APU) Tee Duct having Part Number (P/N) 3884654-4 or P/N 3884654-5.

Serviceable part: APU Tee Duct having P/N 3884654-6.

Groups:

Group 1 are aeroplanes that have an affected part installed.

Group 2 are aeroplanes that do not have an affected part installed.

Note: An aeroplane having Airbus modification 201177 embodied in production is Group 2, provided no affected part has been installed on that aeroplane since the aeroplane date of manufacture.

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

Reason:

Occurrences have been reported on A330 aeroplanes, where damage has been found in the APU compartment area, to the firewall and fuselage skin. Subsequent investigation determined that cracks in the Tee Duct had led to hot air leak.

This condition, if not corrected, could lead to damage to the APU compartment firewall, possibly jeopardising its capability to contain a fire.

To address this potential unsafe condition, Airbus issued the SB, which includes reference to the instructions of Honeywell SB GTCP331-49-8025, providing instructions to replace the affected part with a serviceable part, as defined in this AD.

For the reason described above, this AD requires replacement of affected parts with serviceable parts, and prohibits (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

Modification:

(1) For Group 1 aeroplanes: Within 36 months after the effective date of this AD, replace the affected part with a serviceable part in accordance with the instructions of the SB.

Part Installation:

(2) Do not install 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.

Ref. Publications:

Airbus SB A330-49-3033 original issue dated 22 February 2011.

Airbus SB A340-49-4037 original issue dated 22 February 2011.



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 July 2022 as PAD 22-089 for consultation until 10 August 2022. The Comment Response Documents can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
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 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 – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

