



Airworthiness Directive

AD No.: 2022-0181

Issued: 29 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 aeroplanes

Effective Date: 05 September 2022

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2022-0170-E dated 17 August 2022.

ATA – Aircraft Flight Manual – Section Limitations – Amendment

ATA – Master Minimum Equipment List – Amendment

ATA 36 – Pneumatic – High Pressure Valve – Inspection / Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A330-841 and A330-941 aeroplanes, all manufacturer serial numbers.

Definitions:

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

HPV Clip: Engine bleed air system (EBAS) high pressure valve (HPV) clips, having Part Number 6764-222.

The AOT: Airbus Alert Operators Transmission (AOT) A36L009-22.

The AFM-TR: Airbus A330 Airplane Flight Manual (AFM) Temporary Revision (TR) 811 Issue 1.



The MMEL update: Airbus A330/A340 Master Minimum Equipment List (MMEL) items listed below, as provided in Airbus A330/A340 MMEL Major Event Revision (MER) dated 25 August 2022:

- Item 21-52-01 Air Conditioning Pack
- Item 36-11-01 Engine Bleed Air Supply System
- Item 36-11-06 Engine Bleed IP Check Valve
- Item 36-11-07 Engine Bleed HP Valve

Reason:

Occurrences were reported of leaking HPV, apparently due to HPV clip failure and sealing ring damage. A leaking HPV may expose the Pressure Regulating Valve (PRV), which is installed downstream from the HPV, to high pressure, possibly damaging the PRV itself and preventing its closure, when required.

This condition, if not detected and corrected, could lead to high pressure and temperatures in the duct downstream from the PRV, with possible duct burst, damage to several systems and consequent loss of control of the aeroplane.

Airbus issued Flight Operations Transmission (FOT) 999.0062/22 to provide advance information and instructions to operators, and EASA issued Emergency AD 2022-0170-E to require amending of the applicable AFM, and implementing dispatch restrictions. That AD also requires reporting of specific maintenance messages to Airbus.

Since that AD was issued, Airbus published the AOT, the AFM TR and the MMEL update, providing additional instructions and maintenance procedures to address failures of the HPV.

For the reason described above, this AD supersedes AD 2022-0170-E, and requires accomplishment of maintenance actions, including repetitive replacement of the HPV clips; amendment of the applicable AFM; and implementation of the MMEL update.

This AD is still considered to be an interim action, and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Restatement of the Requirements of EASA AD 2022-0170-E

AFM Amendment:

- (1) Before next flight after 18 August 2022 [the effective date of EASA AD 2022-0170-E], amend the applicable AFM by incorporating the additional limitation as defined in Appendix 1 of this AD [same content as in Appendix 1 of EASA AD 2022-0170-E], inform all flight crews and, thereafter, operate the aeroplane accordingly.

Dispatch Restrictions:

- (2) From 18 August 2022 [the effective date of EASA AD 2022-0170-E], do not dispatch any aeroplane under the provisions of the A330 Master Minimum Equipment List items as identified in Table 1 of this AD.



Table 1 – MMEL 'NO GO' Items

| Item | Subject |
|----------|--------------------------------|
| 21-52-01 | Packs |
| 36-11-01 | Engine Bleed Air Supply System |
| 36-11-06 | Engine Bleed IP Check Valve |
| 36-11-07 | Engine Bleed HP Valve |

This can be accomplished by amending the operator's Minimum Equipment List (MEL), informing all flight crews and, thereafter, operating the aeroplane accordingly.

Reporting / Additional Maintenance:

- (3) From 18 August 2022 [the effective date of EASA AD 2022-0170-E], and until the effective date of this AD, before next flight after any AIR ENG 1(2) BLEED FAULT, contact Airbus for applicable instructions and accomplish those instructions accordingly.

New Requirements of this AD

AFM Amendment:

- (4) Within 7 days after the effective date of this AD, incorporate the AFM-TR into the applicable AFM, inform all flight crews and, thereafter, operate the aeroplane accordingly.
- (5) Concurrently with the AFM amendment as required by paragraph (4) of this AD, remove from the applicable AFM the additional limitations, previously inserted as required by paragraph (1) of this AD.
- (6) Amending the applicable AFM by incorporating a later revision, which includes the AFM-TR as required by this AD, is an acceptable method to comply with the requirements of paragraph (4) of this AD.

MMEL Amendment:

- (7) Concurrently with the AFM amendment as required by paragraph (4) of this AD, implement the instructions of the MMEL update, as defined in this AD, on the basis of which the operator's MEL must be amended, inform all flight crews, and thereafter, operate the aeroplane accordingly. Implementing the MMEL update for an aeroplane cancels the dispatch restrictions, as required by paragraph (2) of this AD, for that aeroplane.

HPV Seal Integrity Test:

- (8) Before next flight after the effective date of this AD, accomplish a Seal Integrity Test of each HPV in accordance with the instructions of the AOT.

Additional Maintenance Instructions:

- (9) From the effective date of this AD, before next flight after any Class 1 maintenance message associated to an HPV fault, as listed in the AOT, accomplish the HPV troubleshooting procedure and additional maintenance actions, as applicable, as identified in, and in accordance with the instructions of, the AOT.



- (10) From the effective date of this AD, before next flight after any Class 1 or Class 2 maintenance message associated to a PRV fault, as listed in the AOT, accomplish the HPV seal integrity test and the additional maintenance actions, as applicable, as identified in, and in accordance with the instructions of, the AOT.
- (11) From the effective date of this AD, before next flight after any failure of an HPV clip and/or any of the HPV butterfly sealing rings, visually inspect the EBAS in accordance with the instructions of the AOT.
- (12) After the AFM amendment, as required by paragraph (4) of this AD, before next flight after any take-off or go-around, accomplished with 'packs OFF', or 'APU bleed ON', or 'engine bleed OFF', accomplish a Seal Integrity Test of each HPV in accordance with the instructions of the AOT.

Corrective Action(s):

- (13) If, during the accomplishment of any action as required by paragraphs (8) to (12) of this AD, as applicable, any discrepancy is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.
- (14) From the effective date of this AD, if, during the first flight after any accomplishment of the HPV troubleshooting procedure, as identified in the AOT, any Class 1 maintenance message occurs associated to HPV fault as listed in the AOT, before next flight, contact Airbus for applicable instructions and accomplish those instructions accordingly.

HPV Clip Replacement:

- (15) Before exceeding 4 000 flight hours (FH) accumulated by an HPV since its first installation on an aeroplane, or within 1 500 FH after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 4 000 FH, replace each HPV clip of that HPV with new (not previously installed on any HPV) HPV clips in accordance with the instructions of the AOT.

Terminating Action(s):

- (16) None.

Reporting:

- (17) From the effective date of this AD, within 28 days after the accomplishment of any action, as required by paragraph (8) to (12) of this AD, or after the effective date of this AD, whichever occurs later, report any detected failure to Airbus. This can be accomplished in accordance with the instructions of the AOT.

Ref. Publications:

Airbus AOT A36L009-22 original issue dated 25 August 2022.

Airbus AFM TR 811 issue 1, EASA approval date 25 August 2022.

Airbus A330/A340 MMEL MER dated 25 August 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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.



Appendix 1 – AFM Additional Limitations

TAKE-OFF ARE PROHIBITED IN ANY OF THE FOLLOWING CONFIGURATIONS:

- PACKS OFF
- APU bleed ON
- ENG bleed OFF

