



## Airworthiness Directive

**AD No.:** 2023-0012

**Issued:** 17 January 2023

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):

A330-202 and A330-243 aeroplanes

**Effective Date:** 31 January 2023

**TCDS Number(s):** EASA.A.004

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 11 – Placards and Markings – Warning Labels – Inspection

---

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A330-202 and A330-243 aeroplanes, manufacturer serial numbers: 980, 996, 1080, 1186, 1235, 1248, 1250, 1275, 1312, 1334, 1363, 1379, 1390, 1419, 1439, 1478, 1498, 1516, 1555, 1601, 1610, 1667, 1735, 1762, 1787, 1799, 1808, 1822, 1830, 1848, 1857, 1883, 1886, 1891, 1911, 1916, 1919, 1942, 1945, 1960, 1965, 1968, 1982, 1989 and 1998.

### Definitions:

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

**Affected area:** Left wing surge tank lower surface.

**The AOT:** Airbus Alert Operators Transmission (AOT) A11L001-22.

### Reason:

Occurrences have been reported of missing warning labels, part number D11213133200, in the affected area. Those labels are required to provide warning to maintenance or cargo personnel about risk of asphyxiation, due to the presence of nitrogen enriched air.



This condition, if not detected and corrected, could result in a hazard to maintenance or cargo personnel.

To address this potential unsafe condition, Airbus issued the AOT, as defined in this AD, to provide applicable instructions.

For the reason described above, this AD requires to inspect the affected area and install the missing placards.

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

Required as indicated, unless accomplished previously:

#### **Inspection:**

- (1) Within 2 months after the effective date of this AD, inspect the affected area in accordance with the instructions of the AOT.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that any warning placards are missing, before next flight, install the warning placards, as applicable, in accordance with the instructions of the AOT.

#### **Ref. Publications:**

Airbus AOT A11L001-22 original issue dated 22 December 2022.

The use of later approved revisions of the above-mentioned document 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](mailto: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](mailto:airworthiness.A330-A340@airbus.com).

