



Airworthiness Directive

AD No.: 2023-0052

Issued: 14 March 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 aeroplanes

Effective Date: 28 March 2023

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Inner Fuel Tanks – Leak Test

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, A330-343, A330-743L, A330-841 and A330-941 aeroplanes, all manufacturer serial numbers as listed in the SB.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-28-3141.

Reason:

It has been determined that the differential pressure test across Rib 3, part of the production ground test procedure, has not been properly accomplished on aeroplanes delivered before July 2021. The intent of that test is to confirm inner fuel tank integrity.

This condition, if not detected and corrected, in case of uncontained engine rotor failure and subsequent fuel tank puncture, could lead to insufficient fuel being available to ensure continued safe flight and landing.



To address this potential unsafe condition, Airbus issued the SB, providing instructions for a leak test of the inner fuel tanks.

For the reason described above, this AD requires a fuel tank leak test and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Leak Test:

- (1) Within 48 months after the effective date of this AD, accomplish a leak test of the inner fuel tanks (left hand and right hand) in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the leak test, as required by paragraph (1) of this AD, any discrepancy, as identified in the SB, is detected, within 48 months after the effective date of this AD, accomplish the applicable corrective actions in accordance with the instructions of the SB, or contact Airbus for approved instructions and accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A330-28-3141 original issue dated 16 December 2022.

The use of later approved revisions of this 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. This AD was posted on 21 December 2022 as PAD 22-182 for consultation until 18 January 2023. The Comment Response Document 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.

