



Emergency Airworthiness Directive

AD No.: 2022-0170-E

Issued: 17 August 2022

Note: This Emergency 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: 18 August 2022

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA – Aircraft Flight Manual – Section Limitations – Amendment

ATA – Master Minimum Equipment List – Amendment

Manufacturer(s):

Airbus

Applicability:

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

Definitions:

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

None

Reason:

Occurrences were reported of leaking Bleed System High Pressure Valves (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.

For the reasons described above, this AD requires amending of the applicable Aircraft Flight Manual (AFM), and implementing dispatch restrictions. This AD also requires reporting of specific maintenance messages to Airbus.

This AD is 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:

AFM Amendment:

- (1) Before next flight after the effective date of this AD, amend the applicable AFM by incorporating the additional limitation as defined in Appendix 1 of this AD, inform all flight crews and, thereafter, operate the aeroplane accordingly.

Dispatch Restrictions:

- (2) From the effective date of this AD, do not dispatch any aeroplane under the provision of any of the following A330 Master Minimum Equipment List items:
 - 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 amending the operator Minimum Equipment List, informing all flight crews and, thereafter, operating the aeroplane accordingly.

Reporting / Additional Maintenance:

- (3) From 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.

Ref. Publications:

None

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.



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

