



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-040

Issued: 16 March 2018

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Numbers: EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Power plant – Engine Air Inlet Cowl Inner Barrel Lower Panels – Inspection / Replacement

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A330-201, A330-202, A330-203, A330-301, A330-302 and A330-303 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The inspection SB: Airbus Service Bulletin (SB) A330-71-3035.

The modification SB: Airbus SB A330-71-3036.

Affected parts: Engine Air Inlet cowls, having a Part Number (P/N) and serial number as listed in Goodrich Aerospace SB CF6-80E1-NAC-71-048 Revision 2 dated 25 February 2016.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed. An aeroplane that embodies production



modification (mod) 203989 is a Group 2 aeroplane, provided the aeroplane remains in that configuration.

Reason:

Occurrences were reported on A330 aeroplanes fitted with General Electric CF6-80E1 engines, where the air inlet cowl inner barrel lower panel, was found disbonded between the back skins and the honeycomb core. The technical investigation results revealed that this occurrence may have been caused by freezing of water, accumulated in the non-drained honeycomb cells, damaging the adhesive bond between the panel core and the back skin.

This condition, if not corrected, in combination with an engine surge condition, could lead to in-flight detachment of an air inlet cowl inner barrel, possibly resulting in damage to the aeroplane, and/or injury to persons on the ground.

To address this potential unsafe condition, Airbus issued the inspection SB to provide instructions for detailed inspections (DET, tap test inspection method) of the air inlet cowl inner barrel lower panels. Airbus also developed mod 203989, an improved inner barrel lower panel, and published the modification SB as terminating action.

For the reasons described above, this EASA AD requires repetitive DET (tap tests) of the air inlet cowl inner barrel lower panels of both engines and, depending on findings, replacement with an improved inner barrel lower panel. This AD also allows, in case of no findings, the modification SB as optional terminating action for the repetitive inspections.

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- (1) For Group 1 aeroplanes: Within 24 months after the effective date of this AD and, thereafter, at intervals not to exceed 24 months, or 11 000 flight hours, or 2 400 flight cycles (FC), whichever occurs first, accomplish a DET (tap test inspection method) of each affected part of each engine on the aeroplane in accordance with the instructions of the inspection SB.

Modification:

- (2) If, during any DET as required by paragraph (1) of this AD, a total area of disbonding is found measuring 50 square inches (in²) or more, within the compliance times defined in Table 1 of this AD, as applicable, accomplish an additional inspection in accordance with the instructions of the inspection SB, and/or modify the affected part in accordance with the instructions of the modification SB, as indicated in Table 1 of this AD.



Table 1 – Finding / Compliance Time / Action

Size of the disbonded area	Compliance Time	Action(s)
less than 100 in ²	10 FC	Inspect the inlet anti-ice seal installation and accomplish the modification SB on the affected engine air inlet cowl
100 in ² or more	Before next flight	Accomplish the modification SB on the affected engine air inlet cowl

Terminating Action:

- (3) Modification of all affected parts on an aeroplane in accordance with the instructions of the modification SB constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane, provided the aeroplane remains in that configuration.

Part(s) Installation:

- (4) For Group 1 aeroplanes: From the effective date of this AD, installation of an affected part on an aeroplane is allowed, provided that, prior to installation, the part has passed (no discrepancies found) a DET in accordance with the instructions of the inspection SB.
- (5) For Group 2 aeroplanes: From the effective date of this AD, installation of an affected part on an aeroplane is allowed, provided that, prior to installation, the part has passed (no discrepancies found) a DET in accordance with the instructions of the inspection SB and that, following installation, the part is inspected as required by this AD.
- (6) After modification of an aeroplane as required by paragraph (2) of this AD, installation of an affected part on an aeroplane is allowed, provided that, prior to installation, the part has passed (no discrepancies found) a DET in accordance with the instructions of the inspection SB and that, following installation, the part is inspected as required by this AD.

Ref. Publications:

Airbus SB A330-71-3035 original issue dated 20 February 2018.

Airbus SB A330-71-3036 original issue dated 20 February 2018.

Goodrich SB CF6-80E1-NAC-71-048 Revision 2 dated 25 February 2016.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 13 April 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.

