



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-124

Issued: 07 September 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 Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 78 – Exhaust – Thrust Reverser Latch Beam Gussets – Inspection / Modification

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A330-223, A330-223F, A330-321, A330-322 and A330-323 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The inspection SB: Airbus Service Bulletin (SB) A330-78-3024.

The modification SB: Airbus SB A330-78-3014.

Affected TR: Thrust Reverser (TR) assemblies, having a serial number (s/n) listed in Pratt & Whitney SB PW4G-100-A78-116 original issue dated 20 June 2018.

Groups: Group 1 aeroplanes are those that have an affected TR installed. Group 2 aeroplanes are those that do not have an affected TR installed. An aeroplane that embodies Airbus modification



(mod) 48539 in production, or has embodied modification SB in service on both engines, as applicable, is a Group 2 aeroplane, provided the aeroplane remains in that configuration.

Reason:

A report was received of an in-service occurrence where an operator found a crack in the latch beam gussets of an affected TR, between the forward (L2) and middle (L3) latches, adjacent to the aft cascade frame attachment bracket in the 6 o'clock beam. Subsequent investigation revealed that the crack surface of the latch beam gusset showed indication of high fatigue cycle, leading to development of a design modification, reinforcing the latch beam gussets. This was introduced through Airbus production mod 48539 (improvement of 6 o'clock latch beam) and Airbus issued the modification SB as a recommendation for in-service aeroplanes. Since these measures were introduced, a new case was reported of finding a crack beyond prediction at the latch beam gusset of an affected TR, on which the recommended modification SB had not been accomplished.

This condition, if not detected and corrected, could lead to crack propagation until part failure and potentially departure of TR cascade during TR operation, which could create runway hazards and possibly result in injury to persons on the ground.

To address this potential unsafe condition, Airbus issued the inspection SB to provide instructions for special detailed inspection (SDI) of the latch beam gussets.

For the reasons described above, this AD requires a one-time SDI of the latch beam gussets between the forward and middle latches of the affected TR and, depending on findings, replacement with improved (reinforced, modified) TR latch beam gussets.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) For Group 1 aeroplanes: Within the compliance times specified in Table 1 of this AD, as applicable, accomplish an SDI of each affected TR in accordance with the instructions of the inspection SB.

Table 1 – One-time SDI of affected TR (see Note 1 of this AD)

Compliance Time (A or B, whichever occurs later)	
A	Before exceeding 26 000 flight cycles (FC), but not before exceeding 22 000 FC
B	Within 24 months after the effective date of this AD

Note 1: The FC specified in Table 1 of this AD are those accumulated by the affected TR since its first installation on an aeroplane.

Corrective Action / Modification:

- (2) If, during the SDI as required by paragraph (1) of this AD, a crack is detected, before next flight, modify the latch beam gussets of the affected TR in accordance with the instructions of the modification SB.



Part(s) Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, installation of an affected TR on an aeroplane is allowed, provided that, within the compliance times as specified in Table 1 of this AD, the affected TR is inspected in accordance with the instructions of the inspection SB and, depending on findings, corrected as required by this AD.

Ref. Publications:

Airbus SB A330-78-3014 original issue dated 09 May 2001.

Airbus SB A330-78-3024 original issue dated 28 June 2018.

Pratt & Whitney SB PW4G-100-A78-116 original issue dated 20 June 2018.

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 05 October 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. 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.

