



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-159

Issued: 08 October 2020

Note: This Proposed Airworthiness Directive (PAD) 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.

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 Translating Cowl Pressure Seals – Inspection / Rework

Manufacturer(s):

Airbus

Applicability:

Airbus A330-941 aeroplanes, manufacturer serial numbers 1819, 1836, 1850, 1876, 1884, 1890, 1892, 1895, 1897, 1900, 1901, 1903, 1904, 1906, 1908, 1909, 1910, 1913, 1914, 1915, 1918, 1920, 1922, 1923, 1925, 1926, 1927, 1929, 1931, 1937 and 1938.

Definitions:

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

Affected part: Thrust reverser (TR) translating cowl pressure seals, on left-hand and right-hand sides.

The cover SB: Airbus Service Bulletin (SB) A330-78-3028.

The SB: SAFRAN Nacelles SB BK70CR78-007.



Reason:

Occurrences were reported of finding TR translating cowl pressure seals missing or disbonded on two different translating cowls. The related technical investigation concluded that the issue is due to surface preparation not properly performed at seal installation.

This condition, if not detected and corrected, could lead, in the case of all seal segments missing, to loss of thrust at Maximum Continuous Thrust or at Take Off / Go Around, possibly resulting in substantially reduced performance of the aeroplane.

To address this potential unsafe condition, SAFRAN Nacelles issued the SB and Airbus issued the cover SB to provide inspection and rework instructions.

For the reasons described above, this AD requires a one-time inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 36 months after the effective date of this AD, inspect each affected part, as defined in this AD, in accordance with the instructions of the cover SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, damage is found on an affected part, as described in the SB, before next flight, install a new translating cowl pressure seal in accordance with the instructions of the SB, and accomplish the rework in accordance with the instructions of the cover SB.
- (3) If, during the inspection as required by paragraph (1) of this AD, no damage is found on any affected part, before next flight, accomplish the rework in accordance with the instructions of the cover SB.

Ref. Publications:

Airbus SB A330-78-3028 original issue dated 14 May 2020.

SAFRAN Nacelles SB BK70CR78-007 original issue dated 11 October 2019, and Issue (Revision) 1 dated 25 March 2020.

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 November 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – IIAL (Airworthiness Office),
E-mail: airworthiness.A330-A340@airbus.com.

