



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-020

Issued: 01 March 2022

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 71 – Powerplant – Engine Inlet Attach Fittings – 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 SB: Airbus Service Bulletin (SB) A330-71-3041.

Affected part: Engine inlet attach fittings, having part number (P/N) 277-1123-501, P/N 277-1123-503 or P/N 277-1123-505, if made of aluminium alloy 7175-T66; and engine inlet attach fittings, having P/N 277-1123-507, P/N 277-1123-509 or P/N 277-1123-511, made of aluminium alloy 7075-T6.

Serviceable part: Engine inlet attach fittings, eligible for installation, which are not affected parts, which include engine inlet attach fittings having P/N 277-1123-501, P/N 277-1123-503 or



P/N 277-1123-505, if made of aluminium alloy 7175-T74. An engine inlet attach fitting, having a manufacturing date in 2015 or later, is a serviceable part.

Reason:

Findings of corrosion and cracks have been reported on engine inlet attach fittings. Following investigations, it has been determined that affected parts are susceptible to stress corrosion cracking.

This condition, if not detected and corrected, could lead to failure of one or more fittings, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus published the SB, which refers to Goodrich (Rohr) SB CF6-80E1-NAC-71-054, providing instructions to determine, either by visual inspection or by eddy current conductivity measurement, whether affected parts are installed, and to replace those affected parts with serviceable ones.

For the reasons described above, this AD requires a one-time inspection of engine inlet attach fittings and, depending on findings, replacement.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within the compliance time as identified in Table 1 of this AD, as applicable, inspect each engine inlet attach fitting in accordance with the instructions of the SB.

Table 1 – Compliance Time

Inlet time in service [years] (see Note 1 of this AD)	Compliance Time (after the effective date of this AD)
19 or more, or unknown	Within 3 years
12 or more, but less than 19	Within 4 years
Less than 12	Within 6 years

Note 1: Inlet time in service is time accumulated on the effective date of this AD by the inlet since the date of first installation on an aeroplane. If unknown, the date of transfer of title (ownership) of the aeroplane at the time of first delivery to an operator (i.e., the date of manufacturing of the aeroplane), which is referenced in Airbus documentation, can be used instead.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, an affected part is found installed, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the SB.



- (3) Replacing an inlet cowl of an aeroplane with an inlet cowl, having no affected part installed, is an acceptable method to comply with the requirements of paragraph (2) of this AD, as applicable, for that aeroplane.

Part(s) Installation:

- (4) From the effective date of this AD, do not install on any aeroplane an affected part.
- (5) After accomplishment of the inspection as required by paragraph (1) of this AD for an aeroplane, do not install an inlet cowl having an affected part installed on that aeroplane.

Ref. Publications:

Airbus SB A330-71-3041 original issue dated 10 November 2021.

Goodrich (Rohr) SB CF6-80E1-NAC-71-054 original issue dated 31 October 2021.

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 29 March 2022.
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](#). 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.

