



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 25-086**

**Issued: 18 June 2025**

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.

This 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 S.A.S.

**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 – Nacelle Inlet Cowl – Inspection

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

A330-243, A330-243F, A330-341, A330-342, A330-343 and A330-743L aeroplanes, all manufacturer serial numbers (MSN).

### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A330-71-3042.

**Affected part:** Nacelle Inlet Cowl, Part Number (P/N) SJ30820, all serial number up to 3012 inclusive; except those having embodied Airbus modification 210288 (Rolls-Royce SB RB211-71-K923).

**Batch 1 part:** An affected part which has Structural Repair Manual (SRM) repair FRSZ026 embodied and on which the restraint brackets have not been replaced or permanently repaired (referred to as "active FRSZ026 repair" in the SB).



**Batch 2 part:** An affected part which is not Batch 1.

**Serviceable part:** Nacelle Inlet Cowl, eligible for installation in accordance with Airbus instructions, which is not an affected part.

**Groups:** Group 1 aeroplanes are those having an affected part installed. Group 2 aeroplanes are those not having an affected part installed.

**Reason:**

Cracked and broken restraint brackets of the anti-ice piccolo tube were reportedly found during maintenance on affected parts.

This condition, if not detected and corrected, could lead to a thermal anti-ice feed pipe disengagement and decrease the effectiveness of the thermal anti-ice system, allowing ice build-up on the inlet lip skin, which could result in damage to the engine and reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, providing instructions for repetitive inspections and modification of affected parts.

For the reason described above, this AD requires repetitive special detailed inspections (SDI) of Batch 2 parts and, depending on findings, corrective action(s), and modification of Batch 1 parts.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

**Modification:**

- (1) For Group 1 aeroplanes having a Batch 1 part installed: Within 300 flight cycles (FC) after the effective date of this AD, but not exceeding 8 000 flight hours (FH) after last embodiment of repair FRSZ026 on that Batch 1 part, modify that Batch 1 part in accordance with the instructions of the SB.

**Repetitive Inspections:**

- (2) For Group 1 aeroplanes having a Batch 2 part installed: Before that Batch 2 part accumulates 5 000 FC or 10 years, whichever occurs first since first installation on an aeroplane, or within 12 months after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 340 FC, inspect that Batch 2 part in accordance with the instructions of the SB.

**Corrective Action(s):**

- (3) If, during any inspection as required by paragraph (2) of this AD, any discrepancy, as identified in the SB, is found on an affected part, before next flight, modify that part in accordance with the instructions of the SB.

**Alternative Method:**

- (4) Replacing the affected part of an aeroplane with a serviceable part, is an acceptable alternative method to comply with the requirements of paragraph (1) or (3) of this AD, as applicable, for



that affected part of that aeroplane. This can be accomplished in accordance with the instructions of the applicable Aircraft Maintenance Manual.

**Terminating Action:**

- (5) Modification of an affected part in accordance with the instructions of Rolls-Royce SB RB211-71-K923 constitutes terminating action for the repetitive inspections as required by paragraph (2) of this AD for that part.

**Additional Requirements:**

- (6) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not accomplish the SRM repair FRSZ026 on any affected part.

**Part(s) Installation:**

- (7) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on an aeroplane provided that, after that installation, the actions required by this AD, as applicable, are accomplished on that part.

**Ref. Publications:**

Airbus SB A330-71-3042 original issue dated 01 April 2025.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 16 July 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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 – 1IAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

