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| <b>EASA</b>  | <b>PROPOSED AIRWORTHINESS DIRECTIVE</b>   |                                    |
|   | <p><b>PAD No 06-099</b></p> <p><b>Date: 12 April 2006</b></p>   |                                    |
| No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry. |   |                                    |
| <b>Type Approval Holder's Name :</b>   |   | <b>Type/Model designation(s) :</b> |
| <b>AIRBUS</b>  |   | <b>A330 Aircraft</b>               |
| TCDS Number : <b>EASA.A.004</b>  |   |                                    |
| Foreign AD : None  |   |                                    |
| Supersedure : None   |   |                                    |
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| <b>ATA 54</b>  | <b>Lacelles/Pylons - Pylon lateral Panels at rib 8 level near upper edge - Inspection</b>   |                                    |
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| Manufacturer(s):   | AIRBUS, AIRBUS INDUSTRIE  |                                    |
| Applicability:   | AIRBUS A330 aircraft, all certified models, all serial numbers, except those on which AIRBUS modification 51802 or 51803 or 51804 or 51805 or 51806 or 51807 has been embodied in production.   |                                    |
| Reason:  | <p>During the full scale pylon fatigue test, pylon lateral panel cracking occurred in the area of fastener near upper edge at rib 8 level. To address this finding Airworthiness Limitation Items (ALI) were issued.</p> <p>For aircraft equipped with PW engines, the ALI task has a threshold of 19000 FC or 66500 FH whichever occurs first.</p> <p>One operator discovered recently on an A330 aircraft equipped with PW engines, a pylon lateral panel cracked in the concerned area. The crack was 18 mm long. The affected aircraft had accumulated 10579 FC / 8072 FH.</p> <p>Further to this finding, the same operator inspected another A330 aircraft equipped with PW engines, which has accumulated 10151 FC / 21623 FH and found a 6 mm crack at the same location.</p> <p>This situation, if left uncorrected can lead to reduction of strength of the pylon primary structure.</p> <p>This Airworthiness Directive (AD) requires a one time inspection of the Pylon</p> |                                    |

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|                    | lateral panels to identify potential early cracks on A330.   |
| Effective Date:    | Proposed 25 April 2006   |
| Compliance:        | <p>From the effective date of this AD, the following measures are rendered mandatory.</p> <ol style="list-style-type: none"> <li>1. Unless already accomplished,<br/>For the both pylons, perform a detailed visual inspection (DVI) or ultrasonic (US) inspection of lateral panels (LH and RH) in the area of fasteners near upper edge at rib 8 level external surface in accordance with AOT A330-54A3025 : <ol style="list-style-type: none"> <li>1.1. For A330 equipped with PW engines: prior accumulation of 8000 Flight Cycles (FC) from first flight or within 800 Flight Hours (FH) from 30 March 2006, whichever occurs later, without exceeding 13900 FC from first flight.</li> <li>1.2. For A330 equipped with GE and RR engines : prior accumulation of 10000 FC from first flight or within 800 FH from 30 March 2006 whichever occurs later, without exceeding 13900 FC from first flight.</li> </ol> </li> <li>2. If a crack is found between the panel upper edge and the closest fastener, within 50 FC following the inspection required by paragraph 1 of this AD, perform a DVI around a crack area in accordance with AOT A330-54A3025 and thereafter at intervals not exceeding 50 FC. <ul style="list-style-type: none"> <li>- If an additional crack is detected during the repetitive inspections, contact AIRBUS before next flight.</li> <li>- If no additional crack is detected during the repetitive inspections, perform repair within 800 FH from the first inspection mentioned in paragraph 1 of this AD, in accordance with a repair solution to obtained from AIRBUS.</li> </ul> </li> <li>3. If a crack is found below the fastener location, before next flight contact AIRBUS for temporary or permanent repair.</li> <li>4. If no crack is found during the inspection defined in paragraph 1 of this AD, no further action is required by this AD.</li> <li>5. Report to AIRBUS all inspection results including nil findings.</li> </ol> |
| Ref. Publications: | All Operator Telex (AOT) A330-54A3025 dated on 30 March 2006.<br>Or any later approved revisions   |
| Remarks :          | <ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD.</li> <li>2. The closing date for comments is 21 April 2006.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to Mr.M.Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></li> <li>4. For questions concerning the technical contents of this AD's requirements, contact: AIRBUS Airworthiness Office – EAL - Fax : 33 5 61 93 45 80.</li> </ol>   |