


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-119</p> <p>Date: 30 November 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>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 closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A330 aeroplanes</p>
<p>TCDS Number : EASA.A.004</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : DGAC AD F-2001-528 (B) R2 dated 23 June 2004 approved by EASA Approval No. 2004-6375.</p>	
ATA 78	Exhaust – Thrust Reverser – C-Ducts – Life Limits
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330 aeroplanes, -243, -243F, -341, -342 and -343 models, all manufacturer serial numbers.
Reason:	<p>The life limits of the thrust reversers C-Ducts are not addressed by the definition of the structural life limits of Safe Life items as defined in the A330 Airworthiness Limitations Section - ALS Part 1. As a result, these life limits are covered by an Airworthiness Directive (AD).</p> <p>These life limits are due to unexpected high fatigue loads (measured during certification tests) on the hinges integrated into the 12 o'clock beam, which forms the upper extreme edge of the thrust reverser C-Duct of Rolls Royce Trent 700 engines.</p> <p>The aim of the DGAC France AD F-2001-528 was to mandate the life limits, depending of the modifications applied to the C-Duct.</p> <p>Revision 1 of the DGAC France AD F-2001-528 deferred the accomplishment threshold of the modification to be applied in-service from 6 000 flight cycles (FC) to 6 500 FC.</p> <p>Revision 2 of DGAC France AD F-2001-528 was issued to update again the accomplishment threshold from 6 500 FC to 7 200 FC.</p> <p>This AD retains the requirements of DGAC France AD F-2001-528 R2, which is superseded, and adds the following life limits:</p>

	<ul style="list-style-type: none"> - Part Numbers (P/N) of the thrust reversers C-Ducts: HDTR3416L, HDTR3417L, HDTR3419R, HDTR3420R life limit is 25 000 FC; - P/N HDTR3415L and HDTR3418R life limit is 40 000 FC.
Effective Date:	14 days after final AD issue date
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before the accumulation of 10 000 total FC since their first installation on an aeroplane, remove from service the following thrust reversers C-Ducts:</p> <p>P/N HDTR3410L, P/N HDTR3410R, P/N HDTR3411L, P/N HDTR3411R, P/N HDTR3412R, P/N HDTR3413R.</p> <p>(2) Before the accumulation of 10 000 total FC since their first installation on an aeroplane, remove from service the following thrust reversers C-Ducts:</p> <p>P/N HDTR3414L, P/N HDTR3416R, P/N HDTR3417R,</p> <p>that have been modified in service in accordance with Airbus Service Bulletin (SB) A330-78-3010 (or ROLLS-ROYCE SB RB211-78-C899) at or after accumulation of 7 200 FC since their first installation on an aeroplane.</p> <p>(3) Before the accumulation of 25 000 total FC since their first installation on an aeroplane, remove from service the following thrust reversers C-Ducts:</p> <p>P/N HDTR3414L, P/N HDTR3416R, P/N HDTR3417R,</p> <p>that have received in production Airbus modification 47316, or that have been modified in service in accordance with Airbus SB A330-78-3010 (or ROLLS-ROYCE SB RB211-78-C899) before the accumulation of 7 200 FC since their first installation on an aeroplane.</p> <p>(4) Before the accumulation of 25 000 total FC since their first installation on an aeroplane, remove from service the following thrust reversers C-Ducts:</p> <p>P/N HDTR3412L, P/N HDTR3416L, P/N HDTR3417L, P/N HDTR3414R, P/N HDTR3419R, P/N HDTR3420R.</p>

	<p>(5) Before they have accumulated the current demonstrated life limits, remove from service the thrust reversers C-Ducts shown in Table 1. of this AD. It is also required to monitor the FC accumulation for the C-Ducts shown in Table 1. of this AD.</p> <p style="text-align: center;">Table 1.</p> <table border="1" data-bbox="643 385 1382 757"> <thead> <tr> <th>C-Ducts P/N</th><th>Demonstrated life limits</th></tr> </thead> <tbody> <tr> <td>HDTR3413L</td><td>40 000 FC</td></tr> <tr> <td>HDTR3415R</td><td>40 000 FC</td></tr> <tr> <td>HDTR3415L</td><td>40 000 FC</td></tr> <tr> <td>HDTR3418R</td><td>40 000 FC</td></tr> </tbody> </table>	C-Ducts P/N	Demonstrated life limits	HDTR3413L	40 000 FC	HDTR3415R	40 000 FC	HDTR3415L	40 000 FC	HDTR3418R	40 000 FC
C-Ducts P/N	Demonstrated life limits										
HDTR3413L	40 000 FC										
HDTR3415R	40 000 FC										
HDTR3415L	40 000 FC										
HDTR3418R	40 000 FC										
Ref. Publications:	<p>Airbus Service Bulletin A330-78-3010 Original issue</p> <p>The use of later approved revisions if this document is acceptable for compliance with the requirements of this AD.</p>										
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 28 December 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EAL; E-mail: airworthiness.A330-A340@airbus.com. 										