


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 11-012</p> <p>Date: 03 February 2011</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>
TCDS Number : EASA.A.004	
Foreign AD : Not applicable	
Supersedure : None	
ATA 72	Engine – Engine Air Intake Cowl Assembly – Piccolo Tube – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330 aeroplanes, models -243, -243F, -341, -342 and -343, all manufacturer serial numbers.
Reason:	<p>During Shop Visit, several A330 aeroplanes Trent 700 air intake cowl primary assembly structures have been found with cracks in the forward bulkhead web, web stiffeners and outer boundary angles. Several attachment links have been found severely worn, and some had become detached. In 2 cases, the Thermal Anti Ice (TAI) Piccolo Tube was found fractured. Investigations are still on-going to determine the root cause(s).</p> <p>If not detected and corrected, a broken piccolo tube in conjunction with forward bulkhead damage could ultimately lead to in flight detachment of the outer barrel, which would constitute an unsafe condition.</p> <p>For the reasons described above, this AD requires to perform inspections of RR Trent 700 nose cowls and, depending on findings, to do the applicable corrective action(s). These inspections include internal inspection of piccolo tube, detailed inspection of piccolo tube mounts links, inspection of aft side of front bulkhead and outer boundary angle.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the threshold indicated in Table 1 of this AD, as applicable, perform a borescope inspection of each Air Intake Cowl Assembly of each engine to detect cracked or fractured Piccolo tube, in accordance with the instructions of Airbus Service Bulletin (SB) A330-71-3025.</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="512 432 1422 808"> <thead> <tr> <th data-bbox="512 432 967 584">Flight Cycles (FC) accumulated at the effective date of this AD by the air intake cowl since its first installation on an aeroplane</th><th data-bbox="967 432 1422 584">Threshold</th></tr> </thead> <tbody> <tr> <td data-bbox="512 584 967 712">Less than 5 000 FC</td><td data-bbox="967 584 1422 712">Within 24 months after the air intake cowl has accumulated 5 000 FC</td></tr> <tr> <td data-bbox="512 712 967 808">More than or equal to 5 000 FC</td><td data-bbox="967 712 1422 808">Within 24 months after the effective date of this AD</td></tr> </tbody> </table> <p>(2) Depending on findings and within the timeframe given in Airbus SB A330-71-3025, do the applicable corrective actions (further inspections and/or affected air intake cowl replacement possibly followed by repetitive inspections) in accordance with the instructions of Airbus SB A330-71-3025.</p>	Flight Cycles (FC) accumulated at the effective date of this AD by the air intake cowl since its first installation on an aeroplane	Threshold	Less than 5 000 FC	Within 24 months after the air intake cowl has accumulated 5 000 FC	More than or equal to 5 000 FC	Within 24 months after the effective date of this AD
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<p>Ref. Publications:</p>	<p>Airbus Service Bulletin A330-71-3025 at original issue.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 03 March 2011. 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. 						