EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE			
In accordance with the EASA C	PAD No.: 12-038         Date: 27 April 2012         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.         Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA			
All interested persons may send section, prior to the consultation	All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Rema section, prior to the consultation closing date indicated.			
	der S Name :	rypermoder designation(s).		
AIKBUS		A330 aeroplanes		
TCDS Number : EASA.A.004				
Foreign AD :	Foreign AD : Not applicable			
Supersedure : None				
ATA 71	Engine – Forward Engine Mounts Bolts – Torque Check/ Replacement			
Manufacturer(s):	Airbus (formerly Airbus Ind	dustrie)		
Applicability:	Airbus A330-223, A330-223F, A330-321, A330-322 and A330-323 aeroplanes all manufacturer serial numbers.			
Reason:	The forward mount engine pylon bolts, Part Number (P/N) 51U615, fitted on Airbus A330 aeroplanes with Pratt & Whitney (PW) PW4000 engines, are made from MP159 material.			
	The U.S. Federal Aviation Administration (FAA), as Engine Certification Authority, issued AD 2006-16-05 to require (paragraph (g) of that AD) repetitive torque checks of MP159 material forward mount pylon bolts fitted on certain PW4000 series engines.			
	However, the engine mount system is considered to be part of aeroplar certification rather than the engine certification. Following further fatigue analysis by Airbus of the A330 engine mount system, completed in Feb 2011 for both the freighter and passenger models of A330 aeroplanes, determined that MP159 material forward mount pylon bolts inspection in must be reduced.			
	This condition, if not detected and corrected, could ultimately lead to engine detachment from the aeroplane, possibly resulting in damage to the aeroplane and/or injury to person on the ground.			
	For the reasons described repetitive torque checks o aeroplanes powered by P	l above, this AD requires accomplishment of f the forward mount pylon bolts installed on A330 W4000 engines and, depending on findings, the		

	replacement of all four bolts and associated nuts.	
Effective Date:	[TBD: 14 days after Final AD issue date]	
Required Action(s)	Required as indicated, unless accomplished previously:	
and Compliance Time(s):	(1) Within the compliance time defined in Appendix 1 of this AD (Table 1, Table 2 or Table 3, as applicable to aeroplane model and utilisation), and thereafter at intervals not to exceed the value defined in Appendix 1 of this AD (Table 1, Table 2 or Table 3, as applicable to aeroplane model and utilisation), accomplish a torque check of FWD engine mount bolts (4 positions/engine) on both engines, in accordance with the instructions of Airbus Service Bulletin (SB) A330-71-3028 Revision 01.	
	(2) If, during any torque check as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, replace all four bolts and associated nuts in accordance with the instructions of Airbus SB A330- 71-3028 Revision 01.	
	(3) Torque checks and corrective actions, accomplished before the effective date of this AD, in accordance with the instructions of Airbus SB A330- 71-3028 at original issue, are acceptable to comply with the initial requirements of paragraph (1) of this AD. After the effective date of this AD, repetitive torque checks and applicable corrective actions must be accomplished in accordance with the instructions of Airbus SB A330-71- 3028 Revision 01.	
	(4) Replacement of bolts and nuts as required by paragraph (2) of this AD does not constitute terminating action for the repetitive torque checks as required by paragraph (1) of this AD.	
Ref. Publications :	AIRBUS SB A330-71-3028 Original issue dated 24 December 2011 or Revision 01 dated 20 February 2012.	
	The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.	
	PW Alert Service Bulletin (ASB) PW4G-100-A71-32 initial issue dated 15 April 2005 or Revision 1 dated 08 November 2011.	
Remarks :	1. This Proposed AD will be closed for consultation on 25 May 2012.	
	<ol> <li>Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <u>ADs@easa.europa.eu</u>.</li> </ol>	
	<ol> <li>For any question concerning the technical content of the requirements in this PAD, please contact: Airbus – Airworthiness Office – EIAL; E-mail: <u>airworthiness.A330-A340@airbus.com</u>.</li> </ol>	

## Appendix 1

Note: For the purpose of Tables 1 and 2 below, the Average Flight Time (AFT) is defined as a computation of the number of flight hours (FH) divided by the number of flight cycles (FC) accumulated since last torque check or since aeroplane first flight, as applicable.

## Table 1: For A330-223 and for A330-321, A330-322 and A330-323 with AFT more than 132 minutes

FC accumulated <b>on the</b> <b>effective date of this AD</b> since last torque check performed in accordance with PW ASB PW4G-100-A71-32, or since aeroplane first flight, as applicable	Compliance Time	Torque check Interval	
0 – 1 850	Within 2 350 FC since the last torque check performed in accordance with the instructions of PW ASB PW4G- 100-A71-32 or since aeroplane first flight, as applicable	2 350 FC or 24 320 FH, whichever occurs first	
1 851 – 2 700	Within 500 FC from the effective date of this AD without exceeding 2 700 FC since last torque check performed in accordance the instructions of PW ASB PW4G-100-A71-32 or since aeroplane first flight, as applicable		

## Table 2: For A330-321, A330-322 and A330-323 with AFT equal or less than 132 minutes, or in case ofAFT is not calculated on a regular basis

FC accumulated <b>on the</b> <b>effective date of this AD</b> since last torque check performed in accordance with PW ASB PW4G-100-A71-32, or since aeroplane first flight, as applicable	Compliance Time	Torque Check Interval	
0 – 1 450	Within 1 950 FC since the last torque check performed in accordance with the instructions of PW ASB PW4G-100-A71-32 or since aeroplane first flight, as applicable	1 950 FC or 20 210 FH, whichever occurs first	
1451 – 2 700	Within 500 FC after the effective date of this AD, without exceeding 2 700 FC since last torque check performed in accordance with the instructions of PW ASB PW4G-100-A71-32, or since aeroplane first flight, as applicable		

## Table 3 : For A330-223F

Compliance Time	Torque Check Interval
Within 2140 FC or 6600 FH, whichever occurs first since the last torque check performed in accordance with the instructions of PW ASB PW4G-100-A71-32, or since aeroplane first flight, as applicable	2 140 FC or 6 600 FH, whichever occurs first