Airworthiness Directive

AD No.: 2018-0198

Issued: 06 September 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A330 aeroplanes

Effective Date: 20 September 2018

TCDS Numbers: EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 54 – Nacelles / Pylons – Lower Aft Pylon Fairing Drain Pipe and U-Shapes – Inspection / Modification

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Manufacturer(s):
Airbus (formerly Airbus Industrie)

Applicability:
Airbus A330-201, A330-202, A330-203, A330-301, A330-302 and A330-303 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 207430 has been embodied in production, or Airbus Service Bulletin (SB) A330-54-3041 has been embodied in service.

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

The inspection SB: Airbus SB A330-54-3042.

The modification SB: Airbus SB A330-54-3041.

Reason:
Some cases of damaged drain pipes, Part Number F7173000700000, located above the Lower Aft Pylon Fairing (LAPF) and dedicated to drain pylon compartment A in case of hydraulic fluid leakage, were reported. Subsequent examination identified that the cracks were caused by a contact between the drain pipe and the two U-Shape Ribs of the LAPF. This interference condition can be

present during the installation of the LAPF assembly to the pylon. The trailing edge assembly of the fairing has an internal frame bracket and shear clip which can cause chafing with the hydraulic drain pipes.

This condition, if not detected and corrected, combined with an additional independent failure as hydraulic leakage in pylon compartment A, could lead to hydraulic leakage in the LAPF box. In addition, the hydraulic fluid may flow forward of the LAPF and leak above engine hot surfaces, possibly resulting in a temporary uncontrolled fire in the pylon compartment A, and consequent reduced control of the aeroplane.

To address this unsafe condition, Airbus issued the inspection SB to provide instructions for a special detailed inspection (SDI) of the LAPF drain pipes.

For the reasons described above, this AD requires a one-time SDI (borescope inspection method) of the LAPF of each pylon and, depending on findings, replacement of the LAPF drain pipes and clamp block, and rework of the U-shape ribs.

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

Required as indicated, unless accomplished previously:

One-Time Inspections:

(1) Within 26 months after the effective date of this AD, accomplish a one-time SDI of the pylon drain pipes inside and outside at both LAPF U-shape ribs level, on the left hand and right hand pylons, in accordance with the instructions of the inspection SB.

Corrective Action(s):

(2) If, during the SDI as required by paragraph (1) of this AD, a pylon drain pipe is found damaged and, depending on findings, within the applicable thresholds defined in the inspection SB, accomplish the applicable corrective action(s) on the affected pylon in accordance with the instructions of the inspection SB and modification SB.

Ref. Publications:

Airbus SB A330-54-3042 original issue dated 17 May 2018.

Airbus SB A330-54-3041 original issue dated 17 May 2018.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 16 July 2018 as PAD 18-096 for consultation until 13 August 2018. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL, E-mail:airworthiness.A330-A340@airbus.com.