



Airworthiness Directive

AD No.: 2021-0035

Issued: 25 January 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 aeroplanes

Effective Date: 08 February 2021

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 78 – Exhaust – Thrust Reverser Translating Cowl Pressure Seals – Inspection / Rework

Manufacturer(s):

Airbus

Applicability:

Airbus A330-841 and A330-941 aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

Affected part: Thrust reverser (TR), having a serial number as listed in Appendix 1 of this AD.

The cover SB: Airbus Service Bulletin (SB) A330-78-3028.

The SB: SAFRAN Nacelles SB BK70CR78-007.

Reason:

Occurrences were reported of finding TR translating cowl pressure seals missing or disbonded on two different translating cowls. The related technical investigation concluded that the issue is due to surface preparation not properly performed at seal installation.



This condition, if not detected and corrected, could lead, in case of all seal segments missing, to loss of thrust at Maximum Continuous Thrust or at Take Off / Go Around, possibly resulting in substantially reduced performance of the aeroplane.

To address this potential unsafe condition, SAFRAN Nacelles issued the SB and Airbus issued the cover SB to provide inspection and rework instructions.

For the reasons described above, this AD requires a one-time inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 36 months after the effective date of this AD, inspect each affected part, as defined in this AD, in accordance with the instructions of the cover SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, damage is found on an affected part, as described in the SB, before next flight, replace each translating cowl pressure seal in accordance with the instructions of the SB, and accomplish the seal bonding rework in accordance with the instructions of the cover SB.
- (3) If, during the inspection as required by paragraph (1) of this AD, no damage is found on any affected part, before next flight, accomplish the seal bonding rework on each undamaged / existing seal in accordance with the instructions of the cover SB.

Part Installation:

- (4) From the effective date of this AD, it is allowed to install on any aeroplane an affected part, provided that, prior to installation, the part passes an inspection (no damage found) in accordance with the instructions of the cover SB, or each translating cowl pressure seal is replaced in accordance with the instructions of the SB, as applicable; and each seal bonding is reworked in accordance with the instructions of the cover SB.

Ref. Publications:

Airbus SB A330-78-3028 original issue dated 14 May 2020.

SAFRAN Nacelles SB BK70CR78-007 original issue dated 11 October 2019, and Issue (Revision) 1 dated 25 March 2020.

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 08 October 2020 as PAD 20-159 for consultation until 05 November 2020 and republished on 10 December 2020 as PAD 20-159R1 for additional consultation until 24 December 2020. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this PAD.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – IIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.



Appendix 1 - **Affected parts**

Description / Hand	P/N	s/n
TR Left Hand	Any	ACL00012 to ACL00034 inclusive
		ACL00036 to ACL00037 inclusive
		ACL00039 to ACL00063 inclusive
		ACL00065 to ACL00068 inclusive
		ACL00073 to ACL00080 inclusive
		ACL00084 and ACL00087 inclusive
TR Right Hand	Any	ACL00012 to ACL00035 inclusive
		ACL00037
		ACL00039 to ACL00063 inclusive
		ACL00065 to ACL00069 inclusive
		ACL00073 to ACL00076 inclusive
		ACL00078 to ACL00080 inclusive
		ACL00084 and ACL00087

