



## Airworthiness Directive

**AD No.:** 2022-0190

**Issued:** 14 September 2022

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS S.A.S.

**Type/Model designation(s):**

A330 aeroplanes

**Effective Date:** 28 September 2022

**TCDS Number(s):** EASA.A.004

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes DGAC France AD F-2004-028R2 (EASA approval 2005-6373) dated 26 October 2005.

### ATA 54 – Nacelles / Pylons – Lower Aft Pylon Fairings – Inspection

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**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A330-223, A330-321, A330-322 and A330-323 aeroplanes, all manufacturer serial numbers (MSN), except aeroplanes in any of the following configurations:

- Aeroplanes on which Airbus modification (mod) 53623 has been embodied in production;
- Aeroplanes on which Airbus Service Bulletin (SB) A330-54-3022 or SB A330-54-3050 has been embodied in service.

**Definitions:**

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

**The inspection SB:** Airbus SB A330-54-3021.

**Reason:**

Occurrences have been reported of finding fatigue cracks in the lower aft pylon fairing (LAPF).

This condition, if not detected and corrected, could affect the fire proofness of the affected area, in case of engine fire.



To address this potential unsafe condition, Airbus issued the inspection SB, to provide inspection instructions, and DGAC issued AD F-2004-028 (later revised) to require repetitive inspections of the LAPF and, depending on findings, accomplishment of applicable corrective action(s). That AD also included reference to an optional modification, which constitutes terminating action for the repetitive inspections.

Since that AD was issued, Airbus designed an updated LAPF, the installation of which also constitutes terminating action for the repetitive inspection required by that AD, and published SB A330-54-3050 to provide instructions for in-service installation.

For the reasons described above, this AD retains the requirements of DGAC France AD F-2004-028R2 (EASA approval 2005-6373), which is superseded, and includes reference to an additional optional terminating action modification.

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within 3 000 flight hours (FH) since first installation of an LAPF firewall on an aeroplane, or within 500 FH since 28 February 2004 [the effective date of DGAC France AD F-2004-028 at original issue], whichever occurs later, and, thereafter, at intervals not to exceed 1 000 FH, inspect each LAPF firewall in accordance with the instructions of the inspection SB.

#### **Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack up to 30.48 mm is found on a LAPF firewall:
  - (2.1) Before next flight, stopdrill the crack and apply the sealants in accordance with the instructions of the inspection SB.
  - (2.2) Within 4 600 FH, repair the LAPF firewall in accordance with the instructions of the inspection SB.
- (3) Within 500 FH after the repair of a LAPF as required by paragraph (2.1) of this AD, and until accomplishment of the repair as required by paragraph (2.2) of this AD, the repetitive inspection of that LAPF firewall, as required by paragraph (1) of this AD, must be accomplished at reduced intervals not exceeding 500 FH.
- (4) If, during any inspection as required by paragraph (1) of this AD, any crack exceeding 30.48 mm is found on a LAPF firewall:
  - (4.1) Before next flight, stopdrill the crack and apply the sealants in accordance with the instructions of the inspection SB.
  - (4.2) Within 500 FH, repair the LAPF firewall in accordance with the instructions of the inspection SB.



**Terminating Action(s):**

- (5) Accomplishment of the corrective actions on a LAPF firewall, as required by paragraph (2) or (4) of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that LAPF firewall.
- (6) Modification of an aeroplane in accordance with the instructions of Airbus SB A330-54-3022 or SB A330-54-3050, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.
- (7) Where Airbus SB A330-54-3050 provides instructions to remove, modify and reidentify the LAPF in accordance with the instructions of Pratt and Whitney Aircraft SB PW4G-100-A54-12, and re-install an LAPF on an aeroplane, it is acceptable to replace the LAPF with any LAPF, having P/N 72A100-713, to comply with the requirements of paragraph (6) of this AD, as applicable, for that aeroplane.

**Ref. Publications:**

Airbus SB A330-54-3021 original issue dated 04 February 2004, Revision 01 dated 16 June 2004 and Revision 02 dated 28 January 2008.

Airbus SB A330-54-3022 original issue dated 25 May 2005 and Revision 01 dated 09 January 2008.

Airbus SB A330-54-3050 original issue dated 08 November 2021.

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 01 August 2022 as PAD 22-105 for consultation until 29 August 2022. The Comment Response Documents 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](mailto: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 – 1IAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

