



適航指令發布單

Airworthiness Directive Issuance Form

民航局 AD 編號 AD number	CAA-2022-07-003	發布日期 Date issued	2022/7/11
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A330-201, A330-202, A330-203, A330-301, A330-302 and A330-303 aeroplanes, all manufacturer serial numbers.		
主旨摘要 Subject	Powerplant - Engine Inlet Attach Fittings - Replacement		
<div style="text-align: center;">民航局 CAA</div> <input type="checkbox"/> 本國產品 Native product <input type="checkbox"/> 其他個案 Other	<div style="text-align: center;">設計國民航主管機構 Original Authority</div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> FAA <input checked="" type="checkbox"/> EASA <input type="checkbox"/> Brazil <input type="checkbox"/> Transport Canada Civil Aviation <input type="checkbox"/> DGAC </div> <div style="width: 45%;"> <input type="checkbox"/> Germany LBA <input type="checkbox"/> CAA-NL <input type="checkbox"/> UK CAA <input type="checkbox"/> Japan CAB <input type="checkbox"/> CAA of Israel <input type="checkbox"/> Other _____ </div> </div>		
	設計國 AD 編號 Original AD number	2022-0133	
	1. 直接採用原 AD 之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)		
備註 Note	ATA 71. Ref. Publications: Airbus SB A330-71-3041 original issue dated 10 November 2021. and Goodrich (Rohr) SB CF6-80E1-NAC-71-054 original issue dated 31 October 2021.		
註： 1. AD 內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, e-mail： adcaa@mail.caa.gov.tw Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6330 / 6332, Fax： (02)2545-8464, e-mail： adcaa@mail.caa.gov.tw			



Airworthiness Directive

AD No.: 2022-0133

Issued: 05 July 2022

Note: 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: 19 July 2022

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Powerplant – Engine Inlet Attach Fittings – Replacement

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.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-71-3041.

Affected part: Engine inlet attach fittings, having Part Number (P/N) 277-1123-501, P/N 277-1123-503 or P/N 277-1123-505, if made of aluminium alloy 7175-T66; and engine inlet attach fittings, having P/N 277-1123-507, P/N 277-1123-509 or P/N 277-1123-511, made of aluminium alloy 7075-T6.

Serviceable part: Engine inlet attach fittings, eligible for installation, which are not affected parts (this includes engine inlet attach fittings having P/N 277-1123-501, P/N 277-1123-503 or P/N 277-1123-505, if made of aluminium alloy 7175-T74). An engine inlet attach fitting, having a manufacturing date in 2015 or later, is a serviceable part.



Reason:

Findings of corrosion and cracks have been reported on engine inlet attach fittings. Following investigations, it has been determined that affected parts are susceptible to stress corrosion cracking.

This condition, if not detected and corrected, could lead to failure of one or more fittings, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus published the SB, which refers to Goodrich (Rohr) SB CF6-80E1-NAC-71-054, providing instructions to determine, either by visual inspection or by eddy current conductivity measurement, whether affected parts are installed, and to replace those affected parts with serviceable ones.

For the reasons described above, this AD requires a one-time inspection of engine inlet attach fittings and, depending on findings, replacement.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within the compliance time as identified in Table 1 of this AD, as applicable, inspect each engine inlet attach fitting in accordance with the instructions of the SB.

Table 1 – Compliance Time

Inlet time in service (years) (see Note 1 of this AD)	Compliance time (after the effective date of this AD)
19 or more, or unknown	Within 3 years
12 or more, but less than 19	Within 4 years
Less than 12	Within 6 years

Note 1: Inlet time in service is time accumulated, on the effective date of this AD, by the inlet since the date of first installation on an aeroplane. If unknown, the manufacturing date printed on the aft bulkhead of the inlet, or the date of transfer of title (ownership) of the aeroplane at the time of first delivery to an operator (i.e. the date of manufacturing of the aeroplane), which is referenced in Airbus documentation, can be used instead.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, an affected part is found installed, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the SB.
- (3) Replacing an inlet cowl of an aeroplane with an inlet cowl, having no affected part installed, is an acceptable method to comply with the requirements of paragraph (2) of this AD, as applicable, for that aeroplane.



Part(s) Installation:

- (4) From the effective date of this AD, do not install an affected part on any inlet cowl of an aeroplane.
- (5) After accomplishment of the inspection as required by paragraph (1) of this AD on an aeroplane, do not install an inlet cowl having an affected part installed on that aeroplane.

Ref. Publications:

Airbus SB A330-71-3041 original issue dated 10 November 2021.

Goodrich (Rohr) SB CF6-80E1-NAC-71-054 original issue dated 31 October 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 March 2022 as PAD 22-020 for consultation until 29 March 2022. 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](#). 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.

