

# AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 2000-175-122(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A330 aircraft

Vertical stabilizer spar box (ATA 55)

#### APPLICABILITY:

Airbus A330-200 Manufacturer Serial Number (MSN) 240, 247 to 251, 253 to 255, 258, 259, 261, 262, 265, 266, 269, 271, 272, 275, 276, 281, 283, 285 to 288, 290 and 291.

#### REASON:

This Airworthiness Directive is prompted by recent findings of localized debonding of spar, stringer and rib to skin joint on several Airbus A330-200 Vertical Stabilizer Spar Box. This debonding results from bonding surface contamination during production process.

This condition, if not corrected, could affect the structural integrity of the Vertical Stabilizer Spar Box.

#### ACTION:

To ensure the Vertical Stabilizer Spar Box structural integrity, accomplish the following before June 17, 2000, if not already done:

- 1) Inspect the areas defined in AIRBUS INDUSTRIE Repair Drawing R553-70198 using the ultrasonic inspection procedure described in the Technical Note TN EVP-1063/00, in accordance with § 4.2 of AIRBUS INDUSTRIE AOT 55A3025 of April 19, 2000.

If, following this inspection, debondings are found,

- 2) Repair the affected areas in accordance with the repair instruction detailed in § 4.4 of AIRBUS INDUSTRIE AOT 55A3025.

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REF. AIRBUS INDUSTRIE All Operators Telex (AOT) 55A3025 of April 19, 2000,  
Repair Drawing R553-70198 and Technical Note TN EVP-1063/00.

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This AD has been subject to a telegraphic AD issued on April 19, 2000.

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**EFFECTIVE DATE:**

**Upon receipt of the TAD from APRIL 19, 2000**

SUPERSEDED