

# AIRWORTHINESS DIRECTIVE

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*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. : 2001-269(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A330 aircraft

Wing rear spar -  
Inspection of the upper build slot between rib 1 and 2 (ATA 57)

#### APPLICABILITY:

AIRBUS INDUSTRIE aircraft A330, models -301, -321, -322, -341 and -342 except aircraft which have received AIRBUS INDUSTRIE modification 42547 in production or modified in service in accordance with AIRBUS INDUSTRIE Service Bulletin (SB) A330-57-3058 at original issue or any further approved revision.

#### REASONS:

It was evident during fatigue test that crack initiated and propagated from the tip of the build slot in the vertical web of the rear spar between rib 1 and 2.

This situation, if not corrected, could lead to a reduced structural integrity of the wing.

#### COMPLIANCE:

The following measures are rendered mandatory on the effective date of this Airworthiness Directive (AD):

1. Before accumulation of 10,300 flights cycles (FC) or 32,000 flight hours (FH) since first flight, whichever occurs first:
  - perform an HFEC inspection of the aft face of the inner rear spar web in the area adjacent to the outboard end of the build slot,
  - perform, if necessary a repair,
 in accordance with the instructions given in the SB A330-57-3059.
2. Repeat the above inspection at intervals not exceeding 8,300 FC or 25,800 FH, whichever occurs first.

**Note:** The requirements of this AD are cancelled after embodiment of SB A330-57-3058.

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REF.: AIRBUS INDUSTRIE Service Bulletin A330-57-3058  
AIRBUS INDUSTRIE Service Bulletin A330-57-3059  
Any later approved revision of these SB's is acceptable.

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**EFFECTIVE DATE : JULY 07, 2001**

**SUPERSEDED**