


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0101R1</b></p> <p><b>Date: 12 June 2015</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A330 and A340-200/-300 aeroplanes</p>	
<p>TCDS Number: EASA A.004, EASA A.015</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2015-0101, dated 03 June 2015.</p>		
<b>ATA 53</b>	<b>Fuselage – Skin and Structure / Allowable Damage Limits – Records Check / Repair</b>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-243, [deleted], A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers (MSN) up to MSN 1 600 inclusive.</p>	
<p>Reason:</p>	<p>Result of a fleet survey accomplished in 2008 identified that the nature of flight missions of A330 and A340-200/300 fleets had significantly changed in comparison with assumed usage during the type certification. Consequently, it was decided to recalculate the Structural Repair Manual (SRM) fatigue values to ensure that the given threshold and intervals remain valid.</p> <p>The results of this recalculation identified reduced thresholds and intervals applicable for repairs and Allowable Damage Limits (ADL) affecting the following areas:</p> <ul style="list-style-type: none"> <li>- Door cut-out corners of door surrounding panels (forward cargo door, forward passenger (PAX) door, mid PAX door, emergency exit door/PAX door 3, aft cargo door, bulk cargo door, aft PAX door), on both Left Hand (LH) and Right Hand (RH) sides,</li> <li>- Stringer (STGR) 9 junction between Frame (FR) 10 and FR13 on both LH and RH sides, and</li> </ul>	

	<p>- Fuselage skin doubler repairs on both LH and RH sides.</p> <p>Failing to apply the reduced thresholds and intervals, could adversely affect the structural integrity of the aeroplane.</p> <p>To address this unsafe condition, Airbus issued SRM revision dated April 2013 and temporary revision (TR) 53-001 for the STGR9 junction between FR10 and FR13 area (and subsequent revisions) to introduce reduced thresholds and intervals for the affected ADLs and repairs and issued a set of Service Bulletins (SB) to identify the ADLs used and repairs made, as well as to enable operators to update aeroplane repair records.</p> <p>Consequently EASA issued AD 2015-0101, to require identification of any repairs and/or ADL used to assess or control any structural damage on certain structural areas and, depending on findings, accomplishment of corrective action(s).</p> <p>Since that AD was issued, data review confirmed that A330 freighter versions are not affected by the unsafe condition.</p> <p>This AD is revised to remove A330-223F and A330-243F from the Applicability.</p>										
Effective Date:	<p>Revision 01: 17 June 2015</p> <p>Original issue: 17 June 2015</p>										
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time defined in Appendix 1 of this AD, as applicable, review the aeroplane maintenance records to identify any SRM ADL used to assess or control any structural damage and/or any structural repair accomplished in accordance with a SRM, as applicable, that have been applied on the areas as specified in Table 1 of this AD.</p> <p style="text-align: center;">Table 1 – Affected Areas and Airbus SBs</p> <table border="1" data-bbox="507 1099 1437 1800"> <thead> <tr> <th data-bbox="507 1099 935 1211">Areas (on both LH and RH sides)</th> <th data-bbox="935 1099 1437 1211">(in accordance with the instructions of) <b>Airbus SB</b> (as applicable to aeroplane type)</th> </tr> </thead> <tbody> <tr> <td data-bbox="507 1211 935 1413">Door cut-out corners of door surrounding panels (forward cargo door, mid PAX door, emergency exit door/PAX door 3, aft cargo door, bulk cargo door, aft PAX door)</td> <td data-bbox="935 1211 1437 1413">SB A330-53-3232 or SB A340-53-4222</td> </tr> <tr> <td data-bbox="507 1413 935 1518">Forward PAX door surround panels</td> <td data-bbox="935 1413 1437 1518">SB A330-53-3233 or SB A340-53-4223</td> </tr> <tr> <td data-bbox="507 1518 935 1630">Fuselage Skin Doubler repairs</td> <td data-bbox="935 1518 1437 1630">SB A330-53-3234 or SB A340-53-4224</td> </tr> <tr> <td data-bbox="507 1630 935 1800">STGR9 junction between FR10 and FR13</td> <td data-bbox="935 1630 1437 1800">SB A330-53-3235 Revision 1 (or any later revision) or SB A340-53-4225 Revision 1 (or any later revision)</td> </tr> </tbody> </table> <p>Note 1: For Airbus SB A330-53-3235 and SB A340-53-4225, mistakes have been made in these documents at <u>original issue</u> and they therefore cannot be used for compliance with the requirements of this AD.</p>	Areas (on both LH and RH sides)	(in accordance with the instructions of) <b>Airbus SB</b> (as applicable to aeroplane type)	Door cut-out corners of door surrounding panels (forward cargo door, mid PAX door, emergency exit door/PAX door 3, aft cargo door, bulk cargo door, aft PAX door)	SB A330-53-3232 or SB A340-53-4222	Forward PAX door surround panels	SB A330-53-3233 or SB A340-53-4223	Fuselage Skin Doubler repairs	SB A330-53-3234 or SB A340-53-4224	STGR9 junction between FR10 and FR13	SB A330-53-3235 Revision 1 (or any later revision) or SB A340-53-4225 Revision 1 (or any later revision)
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STGR9 junction between FR10 and FR13	SB A330-53-3235 Revision 1 (or any later revision) or SB A340-53-4225 Revision 1 (or any later revision)										

- (2) If, during the review, as required by paragraph (1) of this AD, it has been determined that a SRM ADL was used on an area specified in Table 1 of this AD to assess or control any structural damage, and/or any structural repair of an area specified in Table 1 of this AD was accomplished in accordance with the instructions of **any** SRM revision or SRM TR, **except** those specified in Table 2 of this AD (or any later approved SRM or SRM TR revisions), depending on aeroplane configuration and within the compliance time defined in Appendix 1 of this AD, accomplish action (2.1) or (2.2) of this AD, in accordance with the instructions of applicable Airbus SB, as applicable.

Table 2 – Acceptable SRM / SRM TR

Affected aeroplanes	Aeroplane areas	Airbus SRM
All MSN up to MSN 1 444 inclusive	<u>All areas</u> , except STGR9 junction between FR10 and FR13 area	SRM revision dated April 2013
All MSN up to MSN 1 600 inclusive	STGR9 junction between FR10 and FR13 area <u>only</u>	SRM TR 53-001 dated 28 November 2014

- (2.1) Update the aeroplane repair records with the revised thresholds and intervals, as applicable for the identified structural repairs embodied on the aeroplane in accordance with Airbus SRM as identified in Table 2 of this AD, or later approved (temporary) revisions and, following that update, accomplish all updated inspection instructions accordingly.
- (2.2) For a repair that was allowed in a previous Airbus SRM and is no longer allowed in the current Airbus SRM, as identified in Table 2 of this AD, contact Airbus for specific assessment and approved instructions and within the compliance time specified in those instructions, accomplish those instructions accordingly.
- (3) From the effective date of this AD, any structural damage in the areas identified in Table 1 of this AD, must be assessed and, if outside the ADL, corrected (repair or replacement) in accordance with data approved by EASA or Airbus, valid at the time of the (planned) repair or replacement, or Airbus SRM as identified in Table 2 of this AD, or later approved (temporary) revisions.

## Ref. Publications:

Airbus SB A330-53-3232 original issue dated 04 November 2014.  
 Airbus SB A340-53-4222 original issue dated 25 November 2014.  
 Airbus SB A330-53-3233 original issue dated 26 September 2014.  
 Airbus SB A340-53-4223 original issue dated 26 September 2014.  
 Airbus SB A330-53-3234 original issue dated 08 December 2014.  
 Airbus SB A340-53-4224 original issue dated 15 December 2014  
 Airbus SB A330-53-3235 Revision 01 dated 14 January 2015.  
 Airbus SB A340-53-4225 Revision 01 dated 14 January 2015.  
 Airbus SRM dated April 2013.  
 Airbus SRM TR 53-001 dated 28 November 2014.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:	<ol style="list-style-type: none"><li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li><li>2. The original issue of this AD was posted on 26 February 2015 as PAD 15-017 for consultation until 26 March 2015. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAL. E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li></ol>
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## Appendix 1 – Affected Areas, Compliance Times and Airbus SBs

Affected aeroplanes and configuration	ADL location/Repair	Compliance Time (after 17 June 2015, [the effective date of the original issue of this AD])	Airbus SB
A330-200 Pre-mod 49144	Mid PAX door surround panels	12 months	SB A330-53-3232 or SB A340-53-4222
A330-200 Pre-mod 49144	Forward cargo door, emergency exit door/PAX door 3, aft cargo door, bulk cargo door, and aft PAX door surround panels	24 months	
A330-300 Pre-mod 49144 A340-200/-300 pre-mod 49144	Mid PAX door surround panels, forward cargo door, emergency exit door/PAX door 3, aft cargo door, bulk cargo door, and aft PAX door surround panels		
All, Post-mod 40347	Forward PAX door surround panels	<b>For ADL with a Temporary Life Limit:</b> 12 months	SB A330-53-3233 or SB A340-53-4223
		<b>For ADL with a Permanent Acceptance:</b> 24 months	
All	STGR9 junction between FR10 and FR13	12 months	SB A330-53-3235 Revision 1 or SB A340-53-4225 Revision 1
A340-200/-300 Weight Variant (WV)00s	Forward and rear fuselage	12 months	SB A330-53-3234 or SB A340-53-4224
A340-200/-300 WV00s	Nose forward and centre fuselage	24 months	
A330-200/-300 pre-MOD 49144 and A340-200/-300 WV20s	Forward and rear fuselage, nose forward and centre fuselage		
A330-200/-300 post-MOD 49144 and A340-200/-300 post-MOD 49144	Nose forward and centre fuselage		