



## Airworthiness Directive

**AD No.:** 2017-0078

**Issued:** 03 May 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A330 aeroplanes

**Effective Date:** 17 May 2017

**TCDS Numbers:** EASA.A.004

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 55 – Stabilizers – Horizontal Stabilizer / Center Box Top Skin – Inspection / Repair

#### Manufacturer(s):

Airbus (formerly Airbus Industrie)

#### Applicability:

Airbus A330-301, A330-321, A330-322 and A330-342 aeroplanes, manufacturer serial numbers 0012, 0017, 0030, 0037, 0045, 0050, 0060, 0062, 0064, 0065, 0071, 0082, 0083, 0098, 0099, 0102, 0106, 0109, 0112, 0132 and 0177.

#### Reason:

Cracks were found in the horizontal stabilizer (HS) centre box (CB) top skin of an aeroplane in pre-modification 41330 configuration. The cracks were initiated at the upper flange corner at Rib 3 rear spar area on left hand side of the CB.

This condition, if not detected and corrected, could lead to reduced structural integrity of the HS CB of the aeroplane.

To address this unsafe condition, Airbus published Service Bulletin (SB) A330-55-3046 to provide inspection instructions for the affected area.

For the reason described above, this AD requires a one-time special detailed inspection (SDI) of the HS CB top skin integral flange area and, depending on findings, accomplishment of applicable



corrective action(s). This AD also requires reporting of the inspection results, including no findings, to Airbus.

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

Required as indicated, unless accomplished previously:

#### Inspection:

- (1) Within 6 months after the effective date of this AD, accomplish an SDI of the HS CB top skin integral flange area in accordance with the instructions of Airbus SB A330-55-3046.

#### Corrective action(s):

- (2) If, during the SDI as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

#### Reporting:

- (3) If, during the inspection as required by paragraph (1) of this AD, no discrepancy is detected, within 30 days after that inspection, or within 30 days after the effective date of this AD, whichever occurs later, report the results to Airbus in accordance with the instructions of Airbus SB A330-55-3046.

#### Conditional Credit:

- (4) Inspections and corrective action(s) on an aeroplane, and reporting of inspection results, accomplished before the effective date of this AD in accordance with the instructions of Airbus AMM task 55-11-00-200-808 (either prompted by Airbus Maintenance Planning Document Task 551016-01-6, or Airbus MRBR Task 551016-01-8, or Airbus ALS Part 2 Task 551016-01-06), are acceptable to comply with the requirements of this AD for that aeroplane, provided the actions were accomplished after the aeroplane exceeded 20 000 flight cycles since first flight.

#### Ref. Publications:

Airbus SB A330-55-3046 original issue dated 03 March 2017.

The use of later approved revisions of this document 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 03 April 2017 as PAD 17-045 for consultation until 17 April 2017. 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](mailto:ADs@easa.europa.eu).



4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

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