Airworthiness Directive

AD No.: 2018-0146

Issued: 12 July 2018

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):

A330-200F aeroplanes

Effective Date:	26 July 2018
TCDS Numbers:	EASA.A.004
Foreign AD:	Not applicable
Supersedure:	None

ATA 53 – Fuselage – Frame 40 Skin Panel Junction – Inspection

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Manufacturer(s):
Airbus (formerly Airbus Industrie)

Applicability:
Airbus A330-223F and A330-243F aeroplanes, all manufacturer serial numbers.

Definitions:
For the purpose of this AD, the following definition applies:

The SB: Airbus Service Bulletin (SB) A330-53-3215 Revision 03.

Reason:
During embodiment of a frame (FR) 40 web repair on an A330 aeroplane, and during keel beam replacement on an A340 aeroplane, cracks were found on both left hand (LH) and right hand (RH) sides on internal strap, butt strap, keel beam fitting, or forward fitting FR40 flange.

This condition, if not detected and corrected, could affect the structural integrity of the centre fuselage of the aeroplane.

Prompted by these findings, Airbus issued SB A330-53-3215, providing inspection instructions, and EASA issued AD 2014-0136 and, subsequently, AD 2017-0063 to require repetitive special detailed

inspection (SDI), (rototest), of 10 fastener holes located at the FR40 lower shell panel junction on both LH and RH sides and, depending on findings, accomplishment of applicable corrective action(s).

After those ADs were issued, it has been determined that A330 Freighter aeroplanes are also affected by this potential unsafe condition. Consequently, Airbus published SB A330-53-3215 Revision 03 to expand the Effectivity of that SB to these aeroplanes.

For the reason described above, this AD requires repetitive SDI (rototest) of 10 fastener holes located at the FR40 lower shell panel junction on both LH and RH sides and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

(1) Before exceeding the applicable threshold(s) as defined in the applicable SB, to be counted from aeroplane first flight, and, thereafter, at intervals not to exceed the values defined in the applicable SB, accomplish an SDI of the 10 fasteners holes located at FR40 lower shell panel junction on both LH and RH sides in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during any SDI as required by paragraph (1) of this AD, a crack is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

(3) If, during any SDI as required by paragraph (1) of this AD, the diameter of a fastener hole is found to be outside the tolerances of the transition fit as specified in the applicable SB, before next flight, contact Airbus to obtain a Repair Design Approval Sheet (RDAS) and accomplish the instructions of that repair accordingly, including post-repair follow-on action(s), if any are specified in that RDAS.

Terminating Action(s):

(4) None.

Ref. Publications:

Airbus SB A330-53-3215 Revision 03 dated 22 January 2018.

The use of later approved revisions of the above-mentioned 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 23 May 2018 as PAD 18-072 for consultation until 20 June 2018. No comments were received during the consultation period.

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.

5. 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.