



Airworthiness Directive

AD No.: 2018-0226

Issued: 22 October 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 and A340 aeroplanes

Effective Date: 05 November 2018

TCDS Number(s): EASA.A.004 and EASA.A.015

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2017-0078 dated 03 May 2017.

ATA 55 – Stabilizers - Horizontal Stabilizer Centre Box Top Skin – Inspection / Repair

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-223, A330-243, A330-301, A330-302, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, manufacturer serial numbers (MSN) as listed in the applicable SB.

Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, MSN as listed in the applicable SB.

Definitions:

For the purpose of this AD, the following definitions apply:

The applicable SB: Airbus Service Bulletin (SB) A330-55-3047, original issue dated 17 May 2018 and SB A340-55-4041, original issue dated 17 May 2018, as applicable.

Groups: Group 1 aeroplanes are certain A330-300 aeroplanes in pre-Airbus modification (mod) 41330 configuration, MSN as listed in Airbus SB A330-55-3046. Group 2 aeroplanes are A330 and A340 aeroplanes, MSN as listed in the applicable SB, except Group 1 aeroplanes.



Reason:

Cracks were found in the horizontal stabilizer (HS) centre box (CB) top skin of an A330 aeroplane in pre-mod 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 SB A330-55-3046 to provide inspection instructions for the affected area (see Appendix 1 of this AD), only applicable to some pre-mod 41330 A330 MSN. Consequently, EASA issued AD 2017-0078 to require 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).

Since that AD was issued, new crack finding occurrences were reported on different aeroplanes. Based on the reported findings, and the updated fatigue and damage tolerance analysis, it is necessary to extend the inspection to all pre-mod 41330 aeroplanes as well as to a limited number of post-mod aeroplanes, and to introduce repetitive inspections for all affected aeroplanes. Consequently, Airbus published the applicable SB to provide instructions for repetitive inspections for the affected area.

For the reasons described above, this AD retains the requirements of EASA AD 2017-0078, which is superseded, expands the Applicability to include A340 and additional A330 aeroplanes, and introduces repetitive inspections.

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

Required as indicated, unless accomplished previously:

Initial and Repetitive Inspection(s):

- (1) For Group 1 aeroplanes: Within 6 months after 17 May 2017 [the effective date of EASA AD 2017-0078], accomplish an SDI of the HS CB top skin integral flange area in accordance with the instructions of Airbus SB A330-55-3046.
- (2) Within 2 500 flight cycles (FC) after the inspection as required by paragraph (1) of this AD and, thereafter, at intervals not to exceed 2 500 FC, accomplish an SDI of the HS CB top skin integral flange area in accordance with the instructions of the applicable SB.
- (3) For Group 2 aeroplanes: Before exceeding the threshold as defined in Table 1 of this AD, as applicable, or within 6 months after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed the value as defined in Table 1 of this AD, as applicable, accomplish an SDI of the HS CB top skin integral flange area in accordance with the instructions of the applicable SB.



Table 1 – Group 2 Inspection Compliance Times

Affected Aeroplanes (configuration)	Threshold (see Note 1 of this AD)	Interval (not to exceed)
A330-300 and A340-300 (pre-mod 41330)	15 400 FC	2 500 FC
A330-200 and A330-300 (post-mod 41330)	20 000 FC	3 200 FC
A340-200 (pre-mod 41330)	12 300 FC	2 000 FC

Note 1: The “Threshold” FC specified in Table 1 of this AD are those accumulated by the aeroplane since first flight.

Corrective Action(s):

- (4) If, during any inspection as required by paragraphs (1), (2) or (3) of this AD, as applicable, 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:

- (5) For Group 1 aeroplanes: 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 17 May 2017 [the effective date of EASA AD 2017-0078], whichever occurs later, report the results to Airbus in accordance with the instructions of Airbus SB A330-55-3046.
- (6) For Group 1 and Group 2 aeroplanes: If, during any inspection as required by paragraph (2) or (3) of this AD, as applicable, no discrepancy is detected, within 30 days after that inspection, report the results to Airbus in accordance with the instructions of the applicable SB.

Conditional Credit:

- (7) Group 1 aeroplanes: Inspections and corrective action(s) on an aeroplane, and reporting of inspection results, accomplished before 17 May 2017 [the effective date of EASA AD 2017-0078], 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 initial SDI required by paragraph (1) of this AD and with the requirements of paragraphs (4) and (5) of this AD, as applicable, for that aeroplane, provided the actions were accomplished after the aeroplane exceeded 20 000 FC since first flight.
- (8) Group 2 aeroplanes: 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 initial SDI required by paragraph (3) of this AD and with the requirements of paragraphs (4) and (5) of this AD, as applicable, for that aeroplane.

Terminating Action(s):

- (9) None.



Ref. Publications:

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

Airbus SB A330-55-3047 original issue dated 17 May 2018.

Airbus SB A340-55-4041 original issue dated 17 May 2018.

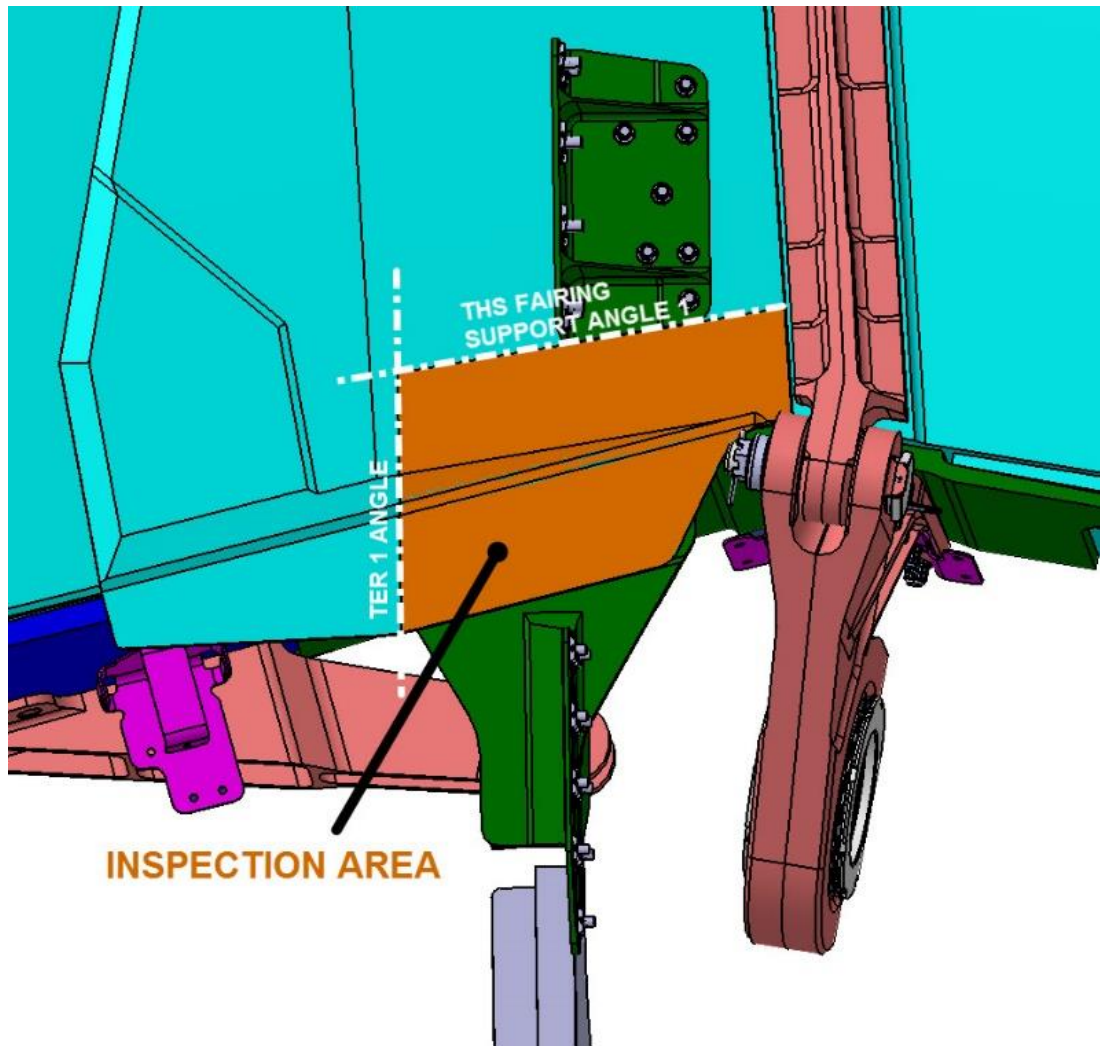
The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 28 September 2018 as PAD 18-132 for consultation until 12 October 2018. 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.
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.



Appendix 1– Affected area to be inspected



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