



## Airworthiness Directive

**AD No.:** 2019-0219

**Issued:** 11 September 2019

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 Change Approval Holder's Name:**

AIRBUS DEFENCE & SPACE

**Modification description:**

Conversion to MRTT configuration

**Effective Date:** 25 September 2019

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 53 – Fuselage – Fuselage Bulk Cargo Door Frames – Inspection / Repair

**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A330-243 aeroplanes, all manufacturer serial numbers, if modified in accordance with EASA STC 10034690, except those on which the modification SB has been embodied.

**Definitions:**

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

**The SB:** Airbus Defence & Space (D&S) Service Bulletin (SB) A330MRTT-53-0039.

**The modification SB:** Airbus SB A330-53-3275.

**Reason:**

In the frame of the certification of the A330 Extended Service Goal exercise, it was identified that Tartaric Sulfuric Anodising (TSA) or Chromic Acid Anodising (CAA) surface treatment is present in some frame holes, following production process modification. On bulk cargo door frames (FR) 67 and FR69 right hand (RH) side, the door fitting attachment holes have this TSA or CAA treatment, which leads to a detrimental effect on fatigue behaviour.



This condition, if not detected and corrected, could lead to cracks in the primary structure, possibly resulting in in-flight loss of a bulk cargo door, consequent decompression and potential damage to, and reduced control of, the aeroplane.

For other A330 aeroplanes, Airbus developed modification (mod) 206409, removal of TSA or CAA in the final holes of the bulk door frames FR67 and FR69, and published the modification SB as optional modification, and terminating action for required inspections. EASA AD 2018-0005 was published accordingly, to require repetitive inspections of the holes at the upper and lower door support fittings of the bulk cargo door frames.

Since that AD was issued, Airbus D&S determined that bulk cargo door frames on A330 MRTT aeroplanes, i.e. modified with EASA STC 10034690, are also affected.

For the reason described above, this AD requires repetitive inspections of the holes at the upper and lower door support fittings of FR67 and FR69 RH side and the holes at door latch fitting of FR69 RH and, depending on findings, accomplishment of an applicable repair. This AD also introduces the modification SB as an optional terminating action for the repetitive inspections required by this AD.

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

Required as indicated, unless accomplished previously:

#### **Inspection:**

- (1) Before exceeding the thresholds specified in the SB, or within the grace periods specified in the SB, whichever occurs later, and, thereafter, depending on the area(s) inspected and the chosen inspection method as defined in the SB, at intervals not exceeding the values specified in the SB, inspect the holes at the upper and lower door support fittings of FR67 and FR69 RH side and the holes at door latch fitting of FR69 RH side in accordance with the instructions of the SB.

The kind of inspection applied to an area, as specified in the SB, determines the inspection interval, i.e. the compliance time(s) for the next due inspection, as specified in the SB. Alternating between inspection methods, or intermixing, is allowed and for each area, the inspection interval applies, depending on the method used during the latest inspection.

#### **Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, as applicable, any discrepancy is detected, before next flight, contact Airbus D&S for approved repair instructions and, within the compliance time(s) specified in those instructions, accomplish those instructions accordingly.

#### **Credit for previous action(s):**

- (3) Inspections and corrective actions on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus AOT A330MRTT-53-0001, are acceptable to comply with the initial inspection as required by this AD for that aeroplane.



**Terminating Action:**

- (4) Accomplishment of a repair on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the inspections as required by this AD for that aeroplane, unless otherwise specified in the Airbus repair instructions.
- (5) Modification of an aeroplane in accordance with the instructions of the modification SB constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.

**Ref. Publications:**

Airbus D&S SB A330MRTT-53-0039 original issue dated 08 November 2018.

Airbus SB A330-53-3275 original issue dated 22 August 2017.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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 DS – ENGINEERING SUPPORT – SERVICE ENGINEERING,  
Tel: (+34) 954594169, Fax: (+34) 954593531.

