

Airworthiness Directive

AD No.: 2023-0054

Issued: 14 March 2023

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 or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A330 aeroplanes

Effective Date: 28 March 2023

TCDS Numbers: EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Rear Fuselage – Modification

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-202, A330-203, A330-223, A330-243 and A330-841 aeroplanes, manufacturer serial numbers 1780, 1782, 1784, 1785, 1787, 1799, 1805, 1808, 1822, 1823, 1830, 1835, 1845, 1847, 1848, 1854, 1857, 1859, 1864, 1872, 1877, 1878, 1882, 1883, 1886, 1888, 1891, 1911, 1916, 1919, 1932, 1936, 1942, 1945, 1960, 1964, 1965, 1968 and 1969.

Definitions:

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

The SB: Airbus Service Bulletin (SB) SB A330-53-3308 Revision 01.

Reason:

It has been determined that the cold working process on the circumferential joint at Frame 58 has been partially performed.

This condition, if not corrected, may affect the structural integrity of the aeroplane, potentially leading to a catastrophic failure.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide instructions to perform cold working rework.

For the reasons described above, this AD requires modification within a specific timeframe (window of embodiment).

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Before exceeding the Upper Limit / Structural Modification Point (SMP) as defined in Table 1 of this AD, but not before reaching the Lower Limit as defined in Table 1 of this AD, modify the aeroplane in accordance with the instructions of the SB, which includes accomplishment of inspections.

Table 1 – Window of Embodiment (see Note 1 of this AD)

Aeroplane model (see Note 2 of this AD)	Lower Limit	Upper Limit / SMP (whichever occurs first)
A330-202 Short Range (SR), A330-243 SR	13 000 flight cycles (FC)	24 700 FC or 86 100 flight hours (FH)
A330-202 Long Range (LR), A330-243 LR	13 000 FC	19 600 FC or 127 000 FH
A330-841 SR	17 000 FC	24 700 FC or 86 700 FH
A330-841 LR	17 000 FC	20 200 FC or 131 300 FH

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

Note 2: The instructions provided by Airbus Operators Information Telex (OIT) 999.0086/11 can be used to determine whether an aeroplane is operated SR or LR.

- (2) If, during the accomplishment of any inspection, part of the modification as required by paragraph (1) of this AD, any discrepancy, as identified in the SB, is detected, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Credit:

- (3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of the original issue of the SB and within the window of embodiment as identified in Table 1 of this AD, as applicable, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable.



Ref. Publications:

Airbus SB A330-53-3308 original issue dated 27 September 2022, and Revision 01 dated 21 October 2022.

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 January 2023 as PAD 23-007 for consultation until 20 February 2023. 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

