



Airworthiness Directive

AD No.: 2025-0013

Issued: 13 January 2025

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):

A330-743L aeroplanes

Effective Date: 27 January 2025

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 3 – Certification Maintenance Requirements – Amendment

Manufacturer(s):

Airbus

Applicability:

Airbus A330-743L aeroplanes, all manufacturer serial numbers.

Definitions:

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

The Variation: Airbus A330-700L Airworthiness Limitations Section (ALS) Part 3 Variation 0.1, Variation 0.2 and Variation 0.3.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aeroplane. For aeroplanes operated under EU regulation the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



New and/or more restrictive tasks: This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced through the Variation (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations instructions for Airbus A330-743L aeroplanes, which are approved by EASA, are currently defined and published in the A330-700 ALS documents. These instructions have been identified as mandatory for continued airworthiness. The airworthiness limitations applicable to the Certification Maintenance Requirements are specified in ALS Part 3.

Failure to accomplish these instructions could result in an unsafe condition.

Since the original issue of the A330-700L ALS Part 3, new and/or more restrictive tasks have been developed, and introduced in the Variation, as defined in this AD.

For the reason described above, this AD requires accomplishment of the actions specified in the Variation.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Maintenance Tasks:

- (1) From the effective date of this AD, within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks, as specified in the Variation, as applicable depending on aeroplane configuration.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' pages of the Variation, include specific compliance times for certain tasks.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Airbus maintenance documentation. If a detected discrepancy cannot be corrected by using existing Airbus instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the AMP by incorporating the tasks and associated thresholds and intervals described in the Variation, as applicable depending on aeroplane configuration.

Recording AD Compliance:

- (4) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as



required by paragraph (3) of this AD, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Airbus A330-700L ALS Part 3 Variation 0.1 dated 27 August 2021.

Airbus A330-700L ALS Part 3 Variation 0.2 dated 26 January 2023.

Airbus A330-700L ALS Part 3 Variation 0.3 dated 08 November 2024.

The use of later approved variations or revisions of the above-mentioned documents, or of an ALS revision which includes the content 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 11 December 2024 as PAD 24-149 for consultation until 08 January 2025. 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.

