



Airworthiness Directive

AD No.: 2025-0289

Issued: 17 December 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: 31 December 2025

TCDS Numbers: EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Centre Wing Box Fastener Holes at Frame 40 Vertical Web – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A330-743L, all manufacturer serial numbers (MSN).

Definitions:

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

The SB: Airbus Service Bulletin (SB) SB A330-57-3116 Revision 06.

Groups: Group 1 aeroplanes are those for which a repair has been accomplished in the area of Frame (FR) 40 left-hand (LH) and/or right-hand (RH) side before the effective date of this AD. Group 2 aeroplanes are those which are not Group 1.

Reason:

During accomplishment of A330 Airworthiness Limitation Item (ALI) task 57-11-04 on the rear fitting of the FR40 between stringers (STR) 38 and STR39 on both LH and RH sides of the fuselage, cracks were found on an adjacent hole. After reaming at second oversize of the subject hole, the crack was



still present. As a result of a sampling inspection program, additional crack findings were reported on this adjacent hole on other A330 and A340 aeroplanes.

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 inspection and modification instructions, and EASA issued several ADs, each one superseding the previous, last one being EASA AD 2018-0249R1, to require repetitive inspections and modification on A330 and A340 aeroplanes, A330-743L excluded.

Since that last AD was issued, Airbus developed inspection instructions for the A330-743L aeroplanes that, due to similarity of design, could be affected by the same potential unsafe condition, and issued the SB, as defined in this AD, accordingly.

For the reasons described above, this AD requires accomplishment of inspections and, depending on findings, corrective actions.

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

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

Inspection:

- (1) For Group 1 aeroplanes: Before exceeding 17 600 flight cycles (FC) or 28 180 flight hours (FH), whichever occurs first since aeroplane first flight, contact Airbus for inspection instructions and, within the compliance time specified in those instructions, accomplish those instructions (including repair instructions, as applicable) accordingly.
- (2) For Group 2 aeroplanes: Before exceeding 17 600 FC or 28 180 FH, whichever occurs first since aeroplane first flight, and thereafter, at intervals not to exceed 4 100 FC or 6 570 FH, whichever occurs first, remove the fasteners and accomplish a special detailed inspection (SDI) of the fastener hole H25 at FR40, on both LH and RH sides, in accordance with the instructions of the SB.

Corrective Action(s):

- (3) If, during any SDI as required by paragraph (2) of this AD, a crack is detected, before next flight, accomplish the applicable corrective actions as specified in section 1.E 'Compliance', Table 2 CONF 006 and Table 3 CONF 006, as applicable, of the SB (see Notes 1 and 2 of this AD).

Note 1: The SB provides instructions to complete and send the inspection report sheet to Airbus. This AD does not require accomplishment of that reporting.

Note 2: Where the SB, as referenced in paragraph (3) of this AD, provides instructions to "Contact Airbus for further instructions", that must be read as "contact Airbus for further instructions and within the compliance time specified in those instructions, accomplish those instructions accordingly".



Note 3: Following accomplishment of a repair on a Group 2 aeroplane, as required by paragraph (3) of this AD, as applicable, the aeroplane remains a Group 2.

Terminating Action:

- (4) Accomplishment on an aeroplane of a repair in accordance with Airbus instructions, as required by paragraph (3) of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraph (2) of this AD for that aeroplane, unless otherwise specified in those instructions.

Ref. Publications:

Airbus SB A330-57-3116 Revision 06 dated 19 September 2024.

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 27 October 2025 as PAD 25-166 for consultation until 24 November 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.

