



Airworthiness Directive

AD No.: 2015-0212

Issued: 04 November 2015

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 Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 aeroplanes

Effective Date: 18 November 2015

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Cabin and Cargo Compartments Structural Parts – Inspection

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, manufacturer serial numbers 1175, 1180, 1287 through 1475 inclusive, 1478, 1480, 1483 and 1506 inclusive.

Reason:

Airbus quality controls identified that several structural parts, intended for cargo or cabin compartment installation, were manufactured from improperly heat-treated materials. Subsequent review identified that some of those parts were installed on aeroplanes manufactured between November 2011 and February 2013. From February 2013, Airbus implemented measures into manufacturing processes to ensure detection and to prevent installation of such non-conforming parts.

A detailed safety assessment was accomplished to identify the possible impact of affected parts on the aeroplane structure. The result of this structural analysis demonstrated the capability of the



affected structure to sustain static limit loads, but failed to confirm that the affected structures met the certified fatigue life.

This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage.

To address this potentially unsafe condition, Airbus issued Service Bulletin (SB) SB A330-53-3227 and SB A330-53-3228 to provide inspection instructions for affected cargo and cabin structural parts respectively.

For the reasons described above, this AD requires a one-time Special Detailed Inspection (SDI) to measure the electrical conductivity of affected structural parts, to identify the presence or absence of heat treatment, and, depending on findings, corrective action.

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

Required as indicated, unless accomplished previously:

- (1) Before exceeding 72 months since aeroplane first flight, accomplish an SDI of each structural part, as identified in, and in accordance with the instructions of Airbus SB A330-53-3227 (cargo compartment structure) and Airbus SB A330-53-3228 (cabin compartment structure).
- (2) If, during the SDI, as required by paragraph (1) of this AD, a structural part is identified that has not been properly heat-treated, before next flight, accomplish the corrective action, as specified in paragraph (2.1) or (2.2) of this AD, as applicable:
 - (2.1) Contact Airbus for approved instructions and, within the compliance time specified in those instructions, replace the affected part accordingly.
 - (2.2) Replace the affected structural part with a serviceable part in accordance with the instructions of Airbus SB A330-53-3227 or SB A330-53-3228, as applicable.

Ref. Publications:

Airbus SB A330-53-3227 original issue dated 18 August 2015.

Airbus SB A330-53-3228 original issue dated 18 August 2015.

The use of later approved revisions of this 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 10 September 2015 as PAD 15-120 for consultation until 08 October 2015. 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. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.

