


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 15-120</p> <p>Date: 10 September 2015</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330 aeroplanes
TCDS Number:	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:	<p>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.</p> <p>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.</p> <p>This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage.</p> <p>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</p>

	<p>affected cargo and cabin structural parts respectively.</p> <p>For the reasons described above, this AD requires a one-time eddy current inspection to measure the electrical conductivity of affected structural parts, to identify the presence or absence of heat treatment, and, depending on findings, corrective action.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before exceeding 72 months since aeroplane first flight, accomplish an eddy current inspection to measure electrical conductivity 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 inspection, 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: <ol style="list-style-type: none"> (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:	<p>Airbus SB A330-53-3227 original issue dated 18 August 2015.</p> <p>Airbus SB A330-53-3228 original issue dated 18 August 2015.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 08 October 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.