



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 16-163

Issued: 27 November 2016

Note: This Proposed Airworthiness Directive (PAD) 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.

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 date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 and A340 aeroplanes

Effective Date: [TBD – standard: 14 days after AD issue date]

TCDS Numbers: EASA.A.004, EASA.A.015

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2015-0206 dated 12 October 2015.

ATA 53 – Fuselage – Cabin and Cargo Compartments Parts – Inspection / Replacement

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, 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 (MSN) as identified in Airbus Service Bulletin (SB) A330-53-3261, or SB A330-53-3262, as applicable, and

Airbus A340-541 and A340-642 aeroplanes, MSN 1030, 1040, 1079, 1091, 1102 and 1122.

Reason:

Following an Airbus quality control review on the final assembly line, it was discovered that wrong aluminium alloy was used to manufacture several structural parts.

This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.



To address this potential unsafe condition, Airbus published SB A330-53-3261, SB A330-53-3262 and SB A340-53-5072, as applicable to aeroplane type/model, to provide instructions to identify the affected parts. Consequently, EASA issued AD 2015-0206 to require a one-time special detailed inspection (SDI) of certain cabin and/or cargo compartment parts for material identification and, depending on findings, replacement with serviceable parts.

Since that AD was issued, Airbus identified that the list of affected structural parts in SB A330-53-3261 was incorrect. Prompted by these findings, Airbus issued SB A330-53-3261 Revision 01 to introduce the new locations to be inspected and remove other parts not affected.

For the reasons described above, this AD retains the requirements of EASA AD 2015-0206, which is superseded, and expands the locations to be inspected.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, the ‘affected’ parts are those identified by Part Number (P/N) in Table 1 of this AD.

Within 6 years after 26 October 2015 [the effective date of EASA AD 2015-0206], or before exceeding 12 years since the aeroplane date of manufacture, whichever occurs first, accomplish the actions specified in this AD, as applicable.

Inspection:

- (1) Accomplish an SDI of the affected cabin and/or cargo compartment parts (see Note 1 of this AD) in accordance with the instructions of Airbus SB A330-53-3261 Revision 01, SB A330-53-3262, or SB A340-53-5072, as applicable.

Table 1 – Parts to be Inspected / Installed

Affected SB	Affected P/N	Replacement P/N
SB A330-53-3262 “Cabin”	F5347126620600	F5347126620000
	F5347126621000	F5347126620400
SB A330-53-3261 / SB A340-53-5072 “Cargo”	F5347170420400	F5347170420400
	F5347170420600	F5347170420600
	F5377004320300	F5377004320351
	G5367131300000	G5367131300000
	G5367173700000	G5367173700000
	G5367173800000	G5367173800000

Additional Work:

- (2) For an A330 aeroplane that, before the effective date of this AD, was already inspected and corrected in accordance with the instructions of Airbus SB A330-53-3261 original issue, as previously required by EASA AD 2015-0206, accomplish an SDI of structural parts having



P/N G5367131300000, P/N G5367173700000 and P/N G5367173800000, located in fuselage section 15, in accordance with the instructions identified as “additional work” in Airbus SB A330-53-3261 Revision 01.

Corrective Action(s):

- (3) If, during the SDI as required by paragraph (1) or (2) of this AD, as applicable, a part manufactured from wrong material is detected, replace that part with a part identified as “Replacement P/N” in Table 1 of this AD, in accordance with the instructions of Airbus SB A330-53-3261 Revision 01, SB A330-53-3262 or SB A340-53-5072, as applicable.

Ref. Publications:

Airbus SB A330-53-3261 original issue dated 23 June 2015, or Revision 01 dated 10 November 2016.

Airbus SB A330-53-3262 original issue dated 23 June 2015.

Airbus SB A340-53-5072 original issue dated 23 June 2015.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 27 December 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAL (Airworthiness Office),
E-mail: airworthiness.A330-A340@airbus.com.

