



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-072**

**Issued: 23 May 2018**

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):**

A330-200F aeroplanes

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

**TCDS Numbers:** EASA.A.004

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 53 – Fuselage – Frame 40 Skin Panel Junction – Inspection

**Manufacturer(s):**

Airbus (formerly Airbus Industrie)

**Applicability:**

Airbus A330-223F and A330-243F aeroplanes, all manufacturer serial numbers.

**Definitions:**

For the purpose of this AD, the following definition applies:

**The SB:** Airbus Service Bulletin (SB) A330-53-3215 Revision 03.

**Reason:**

During embodiment of a frame (FR) 40 web repair on an A330 aeroplane, and during keel beam replacement on an A340 aeroplane, cracks were found on both left hand (LH) and right hand (RH) sides on internal strap, butt strap, keel beam fitting, or forward fitting FR40 flange.

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 SB A330-53-3215, providing inspection instructions, and EASA issued AD 2014-0136 and, subsequently, AD 2017-0063 to require repetitive special detailed inspection (SDI), (rototest), of 10 fastener holes located at the FR40 lower shell panel junction on both LH and RH sides and, depending on findings, accomplishment of applicable corrective action(s).

After those ADs were issued, it has been determined that A330 Freighter aeroplanes are also affected by this potential unsafe condition. Consequently, Airbus published SB A330-53-3215 Revision 03 to expand the Effectivity of that SB to these aeroplanes.

For the reason described above, this AD requires repetitive SDI (rototest) of 10 fastener holes located at the FR40 lower shell panel junction on both LH and RH sides and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **Repetitive Inspections:**

- (1) Before exceeding the applicable threshold(s) as defined in the applicable SB, to be counted from aeroplane first flight, and, thereafter, at intervals not to exceed the values defined in the applicable SB, accomplish an SDI of the 10 fasteners holes located at FR40 lower shell panel junction on both LH and RH sides in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (2) If, during any SDI as required by paragraph (1) of this AD, a crack is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.
- (3) If, during any SDI as required by paragraph (1) of this AD, the diameter of a fastener hole is found to be outside the tolerances of the transition fit as specified in the applicable SB, before next flight, contact Airbus to obtain a Repair Design Approval Sheet (RDAS) and accomplish the instructions of that repair accordingly, including post-repair follow-on action(s), if any are specified in that RDAS.

#### **Terminating Action(s):**

- (4) None.

#### **Ref. Publications:**

Airbus SB A330-53-3215 Revision 03 dated 22 January 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 20 June 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:airworthiness.A330-A340@airbus.com).

