

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-007**Issued: 23 January 2023**

Note: This Proposed Airworthiness Directive (PAD) 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.

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 S.A.S.

Type/Model designation(s):

A330 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 – Rear fuselage – Modification

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-202, A330-203, A330-223, A330-243 and A330-841 aeroplanes, manufacturer serial numbers 1780, 1782, 1784, 1785, 1787, 1799, 1805, 1808, 1822, 1823, 1830, 1835, 1845, 1847, 1848, 1854, 1857, 1859, 1864, 1872, 1877, 1878, 1882, 1883, 1886, 1888, 1891, 1911, 1916, 1919, 1932, 1936, 1942, 1945, 1960, 1964, 1965, 1968 and 1969.

Definitions:

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

The SB: Airbus Service Bulletin (SB) SB A330-53-3308 Revision 01.

Reason:

It has been determined that the cold working process on the circumferential joint at Frame 58 has been partially performed.



This condition, if not corrected, may affect the structural integrity of the aeroplane, potentially leading to a catastrophic failure.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide instructions to perform cold working rework.

For the reasons described above, this AD requires modification within a specific timeframe (window of embodiment).

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Before exceeding the Upper Limit / Structural Modification Point (SMP) as defined in Table 1 of this AD, but not before reaching the Lower Limit as defined in Table 1 of this AD, modify the aeroplane in accordance with the instructions of the SB, which includes accomplishment of inspections.

Table 1 – Window of Embodiment (see Note 1 of this AD)

| Aeroplane model (see Note 2 of this AD) | Lower Limit | Upper Limit / SMP (whichever occurs first) |
|--|---------------------------|---|
| A330-202 Short Range (SR), A330-243 SR | 13 000 flight cycles (FC) | 24 700 FC or 86 100 flight hours (FH) |
| A330-202 Long Range (LR), A330-243 LR | 13 000 FC | 19 600 FC or 127 000 FH |
| A330-841 SR | 17 000 FC | 24 700 FC or 86 700 FH |
| A330-841 LR | 17 000 FC | 20 200 FC or 131 300 FH |

Note 1: The FH and FC specified in Table 1 of this AD are those accumulated by the aeroplane since first flight.

Note 2: The instructions provided by Airbus Operators Information Telex (OIT) 999.0086/11 can be used to determine whether an aeroplane is operated SR or LR.

- (2) If, during the accomplishment of any inspection, part of the modification as required by paragraph (1) of this AD, any discrepancy, as identified in the SB, is detected, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Credit:

- (3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of the original issue of the SB, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable.



Ref. Publications:

Airbus SB A330-53-3308 original issue dated 27 September 2022, and Revision 01 dated 21 October 2022.

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 February 2023.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

