



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-033

Issued: 12 March 2024

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 DEFENCE AND SPACE S.A.

Modifications(s):

Conversion to MRTT configuration

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

STC Number(s): EASA Supplemental Type Certificates (STC) 10064192, 10064600 and 10069256

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Rear Fuselage – Modification

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-243 aeroplanes, modified in accordance with EASA STC 10064192, 10064600 or 10069256, manufacturer serial numbers as listed in the SB as defined in this AD.

Definitions:

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

The SB: Airbus Defence and Space (ADS) Service Bulletin (SB) A330MRTT-53-0050.

Aeroplane date of manufacture: The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.

Reason:

It was determined that during production the cold working process on the circumferential joint at Frame (FR) 58 of the fuselage of affected Airbus A330 aeroplanes had only been performed partially.



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

To address this potential unsafe condition, Airbus issued SB A330-53-3308, to provide instructions to perform cold working rework of the stringer (STGR) couplings at circumferential joint at FR58, and consequently EASA issued AD 2023-0054 to require this modification.

Since that AD was issued, ADS has analysed the different possible impacts of this potential unsafe condition on A330 aeroplane models which are converted to MRTT versions, and it was determined that the compliance times specified in Airbus SB A330-53-3308 needed to be adapted for certain A330 MRTT aeroplanes. Consequently, ADS published for the affected A330 MRTT aeroplanes the SB, as defined in this AD, which is in analogy with Airbus SB A330-53-3308 (Revision 01), but with different compliance times.

For the reasons described above, this AD requires, in analogy with EASA AD 2023-0054, modification of affected aeroplanes, but within more stringent compliance times.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Modification:

- (1) Before exceeding 12 350 flight cycles (FC) or 30 870 flight hours (FH), whichever occurs first since aeroplane date of manufacture (as defined in this AD), but not before exceeding 6 500 FC since aeroplane date of manufacture, modify the aeroplane by reworking the STGR couplings at circumferential joint at FR58 in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: The modification required by paragraph (1) of this AD includes accomplishment of inspections in accordance with the instructions of the SB.

Corrective Action(s):

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

Impact on other EASA AD:

- (3) Accomplishment on an aeroplane of the requirements of this AD constitutes compliance with EASA AD 2023-0054 for that aeroplane.

Ref. Publications:

ADS SB A330MRTT-53-0050 (original issue) dated 29 January 2024.

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 09 April 2024.
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 Defence and Space – Engineering Support – Service Engineering, Airbus Military Technical Assistance Center (AMTAC); Tel: (+34) 91 600 7999 or E-mail: mtad.militaryderivatives@airbus.com.

