



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-109

Issued: 17 September 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.

This 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 Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Splice Fittings – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

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, A330-343, A330-743L, A330-841 and A330-941 aeroplanes, manufacturer serial numbers (MSN) 1288 to 1423, 1425 to 1521, 1523 to 1651, 1653 to 1660, 1662 to 1681, 1684 to 1701, 1703, 1704, 1706, 1708 to 1716, 1718 to 1794, 1796 to 1812, 1814 to 1833, 1835 to 1887, 1889 to 1939, 1941 to 1943, 1945 to 1954, 1956 to 1973, 1975 to 1979, 1981 to 2001, 2027 and 2041.

Definitions:

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

Affected parts: Splice fittings at the front windshield side post, on left-hand (LH) and right-hand (RH) sides, having respectively Part Number (P/N) F531-23024-200 and P/N F531-23024-201.

The SBs: Airbus Service Bulletin (SB) A330-53-3319 (for LH side) and SB A330-53-3320 (for RH side).



Reason:

An incorrect shot peening application has been implemented in production starting from 2008. Fatigue life of affected parts can consequently be lower than the certified value.

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

To address this potential unsafe condition, Airbus issued the SBs, identifying the MSN of the aeroplanes having an affected part installed, and providing inspection instructions.

For the reason described above, this AD requires repetitive detailed inspections (DET) of affected parts and, depending on findings, corrective action(s).

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Repetitive Inspection(s):

- (1) Before exceeding 10 680 flight cycles (FC) since first flight of the aeroplane, or within 24 months after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 6 450 FC, inspect the affected parts in accordance with the instructions of the SBs (see Note 1 of this AD).

Note 1: The inspection of the LH and RH affected parts of an aeroplane can be accomplished during different maintenance visits.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is found on an affected part, before next flight, contact Airbus for repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

Terminating Action:

- (3) Corrective action(s) accomplished on an aeroplane as required by paragraph (2) of this AD do not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless specified otherwise in Airbus repair instructions.

Ref. Publications:

Airbus SB A330-53-3319 original issue dated 17 September 2024.

Airbus SB A330-53-3320 original issue dated 17 September 2024.

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

Remarks:

1. This Proposed AD will be closed for consultation on 15 October 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 – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

