



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-037

Issued: 27 February 2025

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 – Central Windshield Frame – 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, A330-841 and A330-941 aeroplanes, manufacturer serial numbers (MSN) as listed in Appendix 1 of this AD.

Definitions:

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

Affected parts: Central windshield frame having Part Number (P/N) F531-23012-200 or P/N F531-23011-200 (also identified as P/N F5312301220000 or P/N F5312301120000 respectively).

The SB: Airbus Service Bulletin (SB) A330-53-3325.

Reason:

An incorrect shot peening application has been implemented in production starting from 2008. Fatigue life of affected parts could 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 SB, identifying the MSN of the aeroplanes having an affected part installed, and providing inspection instructions.

For the reason described above, this AD requires repetitive special detailed inspections (SDI) 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 Inspections:

- (1) Before exceeding 27 490 flight cycles (FC) since first flight of the aeroplane, and, thereafter, at intervals not to exceed 27 490 FC, inspect the affected parts in accordance with the instructions of the SB.

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 A330-53-3325 original issue dated 13 February 2025.

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 27 March 2025.
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.



Appendix 1 – Affected MSNs

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