Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-037

Issued: 23 March 2026

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:	Type/Model designation(s):
AIRBUS S.A.S.	A330 aeroplanes

Effective Date:	[TBD - standard: 14 days after AD issue date]
TCDS Numbers:	EASA.A.004
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2018-0147 dated 13 July 2018.

ATA 53 – Fuselage – Cabin and Cargo Compartments Structural Parts – Inspection / Replacement

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Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus 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 and A330-343 aeroplanes, manufacturer serial numbers 1175, 1180, 1287 through 1475 inclusive, 1478, 1480, 1483 and 1506.

Definition(s):
For the purpose of this AD, the following definitions apply:

The applicable SB: Airbus Service Bulletin (SB) A330-53-3227 Revision (rev) 03 for cargo compartment structure and SB A330-53-3228 rev 01 for cabin compartment structure, as applicable.

Affected parts: Improperly heat-treated structural parts, as identified in the applicable SB.

Reason:

It was determined that several structural parts, intended for cargo or cabin compartment installation, were manufactured from improperly heat-treated materials. A subsequent review identified that some of those parts were installed on aeroplanes manufactured between November 2011 and February 2013. Consequently, Airbus implemented measures into manufacturing processes to ensure detection and to prevent further installation of such non-conforming parts. A detailed safety assessment was accomplished to identify the possible impact of these parts on the aeroplane structure. The result of this structural analysis demonstrated the capability of the affected structure to sustain static limit loads, but failed to confirm that the affected structures meet the certified fatigue life.

This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage.

To address this potential unsafe condition, Airbus published the original issues of the applicable SB to provide inspection instructions for affected structural cargo and cabin parts, respectively. Consequently, EASA issued AD 2015-0212 to require a one-time special detailed inspection (SDI) to measure the electrical conductivity of the affected parts, to identify the presence or absence of heat treatment, and, depending on findings, applicable corrective action(s).

After that AD was issued, Airbus identified that some additional affected parts, located in the cabin compartment structure, had been missed and needed to be inspected. Consequently, Airbus issued SB A330-53-3228 rev 01 to introduce the locations of those missed structural parts to be inspected, and EASA issued AD 2018-0147, retaining the requirements of EASA AD 2015-0212, which was superseded, and expanding the number and locations of structural parts to be inspected.

Since that AD was issued, it has been determined that reference to an item to be inspected was erroneously removed in SB A330-53-3227 rev 01. Airbus published SB A330-53-3227 rev 02, including again reference to that item, but without identifying its inspection as additional work. SB A330-53-3227 rev 03 was then issued to correct this later omission.

For the reason described above, this AD retains the requirements of EASA AD 2018-0147, which is superseded, and requires additional work for certain aeroplanes.

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

Required as indicated, unless accomplished previously:

Inspection:

(1) Before exceeding 72 months since aeroplane first flight, accomplish a one-time SDI to measure the electrical conductivity of each affected part to determine the presence or absence of heat treatment in accordance with the instructions of the applicable SB.

Additional Work 1:

(2) For an aeroplane on which, before 27 July 2018 [the effective date of EASA AD 2018-0147], the cabin compartment structure was already inspected and corrected, as applicable, in accordance with the instructions of Airbus SB A330-53-3228 original issue, before exceeding 108 months

since aeroplane first flight, accomplish an SDI of the additional affected parts in accordance with the instructions identified as “additional work” in Airbus SB A330-53-3228 rev 01.

Additional Work 2:

(3) For all aeroplanes, except A330-223F and A330-243F: For an aeroplane on which, before the effective date of this AD, the cargo compartment structure was already inspected and corrected, as applicable, in accordance with the instructions of Airbus SB A330-53-3227 rev 01, within 24 months after the effective date of this AD, unless already accomplished in accordance with the instruction of Airbus TA 80357529/004/2017, accomplish the additional work (SDI) as specified in, and in accordance with the instructions of, Airbus SB A330-53-3227 rev 03.

Corrective Action(s):

(4) If, during the SDI as required by paragraph (1), (2) or (3) of this AD, as applicable, an affected part is identified as manufactured from improperly heat-treated materials, before next flight, accomplish the corrective action as specified in paragraph (4.1) or (4.2) of this AD, as applicable:

(4.1) Contact Airbus for approved instructions and, within the compliance time specified in those instructions, replace that affected part accordingly.

(4.2) Replace that affected part with a serviceable part in accordance with the instructions of the applicable SB.

Credit:

(5) For all aeroplanes, except A330-223F and A330-243F: Inspections and corrective actions, as applicable, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A330-53-3227 original issue or rev 02, are acceptable for compliance with the requirements of paragraphs (1) and (4) of this AD, as applicable, for that aeroplane.

(6) For A330-223F and A330-243F aeroplanes: Inspections and corrective actions, as applicable, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A330-53-3227 original issue, rev 01 or rev 2, are acceptable for compliance with the requirements of paragraphs (1) and (4) of this AD, as applicable, for that aeroplane.

Ref. Publications:

Airbus SB A330-53-3227 original issue dated 18 August 2015, rev 01 dated 05 July 2016, rev 02 dated 18 July 2025 and rev 03 dated 19 September 2025.

Airbus SB A330-53-3228 original issue dated 18 August 2015, rev 01 dated 11 April 2018 and rev 02 dated 07 June 2019.

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 20 April 2026.

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.