



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-103

Issued: 09 September 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:

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 – Structural Parts / Joints – Modification / Reinforcement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

The SBs: Airbus Service Bulletin (SB) A330-53-3304 Revision (Rev.) 01, SB A330-53-3327, SB A330-53-3328, SB A330-53-3332, SB A330-53-3334, SB A330-53-3338, SB A330-53-3341 and SB A330-57-3148, as applicable.

CONF: Aeroplane configuration (CONF), as identified in Section 1.A.(3) of the SBs.

Reason:

An analysis conducted on A330 aeroplanes identified structural areas which are susceptible to widespread fatigue damage (WFD).



This condition, if not corrected, could lead to crack initiation and undetected propagation, reducing the structural integrity of the aeroplane, possibly resulting in rapid depressurisation and consequent injury to occupants.

To address this potential unsafe condition, Airbus developed a number of modifications (Mod) and published the SBs to provide instructions to reinforce various structural parts of the fuselage.

For the reasons described above, this AD requires accomplishment of modifications on aeroplanes, as instructed by the SBs.

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(s):

- (1) Within the compliance time as identified in the SBs, as applicable, depending on aircraft type, model and CONF, modify the aeroplane in accordance with the instructions of the SBs.

Differences between the Requirements of this AD and the Instruction of the SBs:

- (2) Where Section 3 'Accomplishment Instructions' of the SBs provide instructions to contact Airbus before next flight, this AD requires to contact Airbus for applicable instructions and, within the compliance time specified in those instructions, to accomplish those instructions accordingly (see Notes 1 and 2 of this AD).

Note 1: Different verbiage is used in the SBs to provide instructions to contact Airbus before next flight.

Note 2: Contacting Airbus to obtain approval to deviate from the instructions provided in section 3.C and/or section 3.E of the SBs is not allowed under the provisions of paragraph (2) of this AD.

- (3) Where the compliance time (flight hours (FH) or flight cycles (FC)) as identified in the SBs for a specific action is beyond the applicable Maintenance Program Publication Trigger (MPPT), as defined in the applicable Airbus Airworthiness Limitations Section documents, for the purpose of this AD, that compliance time can be disregarded. When both the FH and FC compliance times for a specific action are beyond the applicable MPPT, accomplishment of that action is not required by this AD.
- (4) Where the SBs recommend not to accomplish an action before a minimum embodiment threshold (window of embodiment lower bound), this AD requires to accomplish that action only after having reached that minimum embodiment threshold.

Credit:

- (5) Modification of an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A330-53-3304 original issue, is acceptable to comply with the requirements of paragraph (1) of this AD, as applicable, for that aeroplane.



Ref. Publications:

Airbus SB A330-53-3304 original issue dated 24 November 2021, and Rev. 01 dated 22 April 2022.

Airbus SB A330-53-3327 original issue dated 27 November 2025.

Airbus SB A330-53-3328 original issue dated 27 November 2025.

Airbus SB A330-53-3332 original issue dated 27 November 2025.

Airbus SB A330-53-3334 original issue dated 27 November 2025.

Airbus SB A330-53-3338 original issue dated 27 November 2025.

Airbus SB A330-53-3341 original issue dated 27 November 2025.

Airbus SB A330-57-3148 original issue dated 27 November 2025.

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 07 October 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.

