

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1996-006-024(B) R1
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A330 aircraft

Fuselage - Reinforcement of joint at frames 48 to 53.2
between stringers 24 to 26 (ATA 53)

APPLICABILITY:

This Airworthiness Directive applies to all AIRBUS INDUSTRIE A330 aircraft models -301, -321, -322, -341, -342 which have not received AIRBUS INDUSTRIE modification 42409 (or AIRBUS INDUSTRIE Service Bulletin A330-53-3015 at original issue or any further approved revision).

REASONS:

1. To prevent a damage at frame splice area and attachment on FR. 48 to FR 53.2 between stringers 24 to 26 (LH/RH) caused by cracks evidenced during fatigue tests and which could lead to a reduced structural integrity.
2. This Revision changes the initial layout of this Airworthiness Directive as well as the embodiment thresholds of the following "COMPLIANCE" paragraph which become less restrictive.

COMPLIANCE:

The following measures are rendered mandatory unless already previously accomplished:

1. For the aircraft on which the Cabin Pressurization controllers (CPC) have received the incorporation of AIRBUS INDUSTRIE modification 43475 or AIRBUS INDUSTRIE Service Bulletin A330-21-3027 (cabin differential pressure to 593 mbar):

a) Frames 53/53.1/53.2:

Before accumulation of 5300 flight cycles since new accomplish the reinforcement of joint from frames 53/53.1/53.2 between stringers 24 to 26 (LH/RH) in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A330-53-3015 R4.

b) Frames 48 to 52:

Before accumulation of 14100 flight cycles since new accomplish the reinforcement of joint from frames 48 to 52 between stringers 24 to 26 (LH/RH) in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A330-53-3015 R4.

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2. For the aircraft which have not received the incorporation of AIRBUS INDUSTRIE modification 43475 or AIRBUS INDUSTRIE Service Bulletin A330-21-3027 (cabin differential pressure to 574 mbar):

a) Frames 53/53.1/53.2:

Before accumulation of 5800 flight cycles since new accomplish the reinforcement of joint from frames 53/53.1/53.2 between stringers 24 to 26 (LH/RH) in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A330-53-3015 R4.

b) Frames 48 to 52:

Before accumulation of 15600 flight cycles accomplish the reinforcement of joint from frames 48 to 52 between stringers 24 to 26 (LH/RH) in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A330-53-3015 R4.

Note: No further action is required after accomplishment of AIRBUS INDUSTRIE Service Bulletin A330-53-3015 at original issue or any further approved revision. Implementation of this Service Bulletin is recommended by the manufacturer before 3500 flights (Frames 53/53.2) and 11700 flights (Frames 48-52) with Delta P = 574 mb (without SB A330-21-3027) or 3200 flights (Frames 53/53.2) and 10500 flights (cadres 45-52) with Delta P = 593 mb (with SB A330-21-3027).

REF.: AIRBUS INDUSTRIE Service Bulletin A330-53-3015 Revision 4
(Or any further approved revisions).

This Revision 1 replaces AD 96-006-024(B) issued on January 03, 1996.

EFFECTIVE DATES:

Original AD : JANUARY 03, 1996
Revision 1 : DECEMBER 25, 1999