

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. : 2003-205(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A330 aircraft

Forward fuselage - Inspection of frame 12A stiffener (ATA 53)

1. APPLICABILITY:

AIRBUS A330 aircraft, all certified models, all serial numbers, except for aircraft on which AIRBUS modification 49694 has been embodied in production or Service Bulletin (SB) AIRBUS A330-53-3130 has been embodied in service.

2. REASONS:

During a scheduled inspection, cracks were detected in the frame 12A stiffener upper attachment fitting on the floor beam, LH and RH sides of the fuselage.

Investigations revealed that the origin of these cracks was the high level of fatigue of the fitting due to longitudinal forces. The combined effect of the cabin pressurization and of bending induced by thermal effects leads to a longitudinal force in the floor beam.

This situation, if not corrected, could lead to the complete rupture of the fitting and, consequently, affect the structural integrity of the aircraft.

The aim of this Airworthiness Directive (AD) is to render mandatory a special detailed inspection of the stiffener fittings, LH and RH sides of frame 12A of the forward fuselage, at the threshold and intervals defined below.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

Unless already accomplished, the following measures are rendered mandatory from the effective date of this AD:

- 3.1. Before the accumulation of 13,000 Flight Cycles (FC), perform a High Frequency Eddy Current (HFEC) inspection of the stiffener fitting, LH and RH sides of frame 12A of the forward fuselage, in accordance with the instructions given in AIRBUS SB A330-53-3135.
- 3.2. If cracks are detected, perform the corrective actions described on the flow chart of AIRBUS SB A330-53-3135 which defines the required compliance time according to the length of the detected cracks.

3.3. If no cracks are detected, repeat this inspection at intervals not exceeding 10,000 FC.

REF.: AIRBUS Service Bulletin A330-53-3130
AIRBUS Service Bulletin A330-53-3135
(Any later approved revision of these SBs is acceptable).

EFFECTIVE DATE : JUNE 07, 2003