


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 - 0266</p> <p>Date: 30 August 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name : AIRBUS SAS</p>	<p>Type/Model designation(s) : A330 aircraft</p>	
<p>TCDS Number : EASA A.004</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : DGAC AD F-2003-415, EASA Approval number 2003-667, dated 12 November 2003, which superseded DGAC AD 2002-529 dated 30 October 2002.</p>		
<p>ATA 53</p>	<p>Fuselage - Frame 53.3 Circumferential Joint - Reinforcement</p>	
<p>Manufacturer:</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS A330 aircraft models -201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342 and -343, all serial numbers, except those on which AIRBUS modification 49202 has been embodied in production.</p> <p>Aircraft on which AIRBUS Service Bulletin (SB) A330-53-3127 Revision 01 or SB A330-53-3143 has been embodied in service are not affected by this Airworthiness Directive (AD).</p>	
<p>Reason:</p>	<p>During the fatigue tests (EF2) of the fuselage, initiation and development of cracks were evidenced at the circumferential joint of frame 53.3.</p> <p>This situation, if not corrected, could lead to a reduction in the structural integrity of the fuselage.</p> <p>This new AD :</p> <ul style="list-style-type: none"> - takes over the requirements of AD F-2003-415 for A330-300 pre-mod 41652S11819, - renders mandatory the application of SB A330-53-3143 for A330-300 post modification 41652S11819 and all A330-200/-300 pre-mod 49202 in order to improve the fatigue life. 	
<p>Effective Date:</p>	<p>13 September 2006</p>	

<p>Compliance:</p>	<p>1. For A330-301, -321, -322, -323, -341, -342 and -343 aircraft which have not received application of AIRBUS modification 41652S11819 in production:</p> <p>The following measures are rendered mandatory from 09 November 2002, the effective date of the original DGAC AD 2002-529:</p> <p>Unless already accomplished,</p> <p>Before accumulation of 14,700 flight cycles (FC) or 51,400 flight hours (FH) since the first flight of the aircraft, whichever occurs first, reinforce the structure of the centre fuselage at the upper circumferential joint of frame 53.3 (between LH stringer 13 and RH stringer 13), in accordance with the instructions given in SB A330-53-3127, Revision 01.</p> <p>Note 1: The SB A330-53-3127 original issue should not be applied. The operators that have already applied it should contact AIRBUS.</p> <p>2. For all A330-200 and -300 series aircraft [as listed in the applicability of this directive] which have received embodiment of AIRBUS modification 41652S11819:</p> <p>The following measures are rendered mandatory from the effective date of this AD:</p> <p>Unless already accomplished,</p> <p>Before accumulation of 17,600 flight cycles (FC) or 61,600 flight hours (FH) since the first flight of the aircraft, whichever occurs first, reinforce the structure of the centre fuselage at the upper circumferential joint of frame 53.3 (between LH stringer 13 and RH stringer 13), in accordance with the instructions given in SB A330-53-3143.</p> <p>Note 2: Notwithstanding the compliance times referenced above, EASA supports the Airbus recommendation to embody SB A330-53-3143 at latest within 8,300 FC or 29,200 FH, whichever occurs first, in order to reduce the extent of any required repairs.</p>
<p>Ref. Publications:</p>	<p>AIRBUS SB A330-53-3127 Revision 01 or SB A330-53-3143, as applicable, or later approved revisions.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-174 for consultation on 05 July 2006 with a comment period until 24 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS –Airworthiness Office - EAL Fax: +33 5 61 93 45 80.