


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008-0213</p> <p>Date: 08 December 2008</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name : AIRBUS</p>	<p>Type/Model designation(s) : A330 aircraft</p>	
<p>TCDS Number : EASA.A.004</p>		
<p>Foreign AD : Not applicable.</p>		
<p>Supersedure : None</p>		
<p>ATA 53</p>	<p>Fuselage – Centre Fuselage – FR 40 Keel beam flange – Inspection/Repair</p>	
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS A330 aircraft, models -202, - 223, -243, -301,-322 and -342, serial numbers (S/N): 0177, 0181, 0183, 0184, 0188, 0189, 0191, 0195, 0198, 0200, 0203, 0205, 0206, 0209, 0211, 0219, 0222, 0223 0224, 0226, 0229, 0230, 0231, 0232, 0234, 0238, 0240, 0241, 0244, 0247, 0248, 0249, 0250, 0251, 0253, 0254 and 0255.</p>	
<p>Reason:</p>	<p>During the A330 and A340 aircraft fatigue test, cracks appeared on the right and left sides between the crossing area of the keel angle fitting and the front spar of the Centre Wing Box (CWB). Several modifications have been introduced in the fleet in the area of frame 40 keel angle assembly in order to prevent these cracks. However the new design has caused interference between one fastener and the keel angle which was corrected by further local reprofiling of the keel angle horizontal flange. Analysis shows that without an inspection of this reprofiled area, the structural integrity of the area is impacted, which constitutes an unsafe condition.</p> <p>In order to maintain the structural integrity of the aircraft, this Airworthiness Directive (AD) requires a repetitive special detailed inspection on the horizontal flange of the keel beam in the area of first fastener hole aft of FR40 and in case of cracks to repair accordingly.</p>	
<p>Effective Date:</p>	<p>22 December 2008</p>	

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless already accomplished,</p> <ol style="list-style-type: none"> Carry out the special detailed inspection of the keel beam fitting horizontal flange edge at FR 40 on left-hand (LH) and right-hand (RH) sides of the fuselage in accordance with the instructions of AIRBUS Service Bulletin (SB) A330-53-3151 Revision 1: <u>For A330-300 identified in the applicability section of this AD:</u> Before accumulating 14 500 Total Flight Cycles (FC) or 37 000 Total Flight Hours (FH) from the first flight of the aircraft, whichever occurs first. <u>For A330-200 identified in the applicability section of this AD:</u> Before accumulating 14 100 Total FC or 70 600 Total FH from the first flight of the aircraft, whichever occurs first. Should no crack be detected, repeat the inspection defined in paragraph 1. of this AD at intervals not exceeding : <u>For A330-300 identified in the applicability section of this AD:</u> 6 230 FC or 15 900 FH, whichever occurs first. <u>For A330-200 identified in the applicability section of this AD:</u> 6 060 FC or 30 300 FH, whichever occurs first. The results of the inspection carried out in accordance with paragraph 1. of this AD, whatever they are, must be reported to AIRBUS within 1 month from the inspection accomplishment date. In case of any crack finding during the initial or repetitive inspections, before next flight, contact AIRBUS in order to get approved repair instructions and apply them accordingly. The need and definition of any subsequent repetitive inspection shall be defined in the relevant Repair approval Sheet (RAS). Aircraft that have already been inspected, prior to the effective date of this AD, in accordance with the instructions of AIRBUS SB A330-53-3151 at Revision 00, are compliant with the requirements of paragraph 1. of this AD (initial inspection). However, the repetitive inspections must be continued in accordance with the instructions of AIRBUS SB A330-53-3151 at Revision 01.
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletin A330-53-3151 at Original issue or Revision 1. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 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, E-mail: airworthiness.A330-A340@airbus.com .