
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A330/45 Amdt 2 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Airbus Industrie A330 Series Aeroplanes

**AD/A330/45
Amdt 3**

Wing Rib 6

7/2007

Applicability: All Model A330 aircraft with Airbus modification 41114 or 44599 incorporated in production; except those aircraft with Airbus modification 53883 or 54432 incorporated in production or Airbus Service Bulletin A330-57-3088 incorporated in service, on both wings.

Requirement: Action in accordance with the requirements of EASA AD 2007-0148, dated 22 May 2007.

If cracking or other damage is found, contact Airbus before further flight.

Note: Airbus All Operator Telex No. A330-57A3085; Service Bulletins A330-57-3085 Revision 1, A330-57-3087, and A330-57-3088, or later EASA approved revisions, refer.

Compliance: As specified in the Requirement document, with a revised effective date of 5 July 2007.

This Amendment becomes effective on 5 July 2007.

Background: A report was received from an operator of significant cracking of the left hand and right hand Wing Rib 6 aft web. The cracking was found during a scheduled maintenance check. An inspection performed on another aircraft of similar age identified similar damage. Such cracking, if not detected and corrected, could lead to overloading of adjacent ribs and the surrounding wing structure and affect the structural integrity of the wing.

Amendment 1 decreased the Wing Rib 6 inspection threshold, introduced SB A330-57-3087 or MOD 53882, and clarified hard/overweight landing inspection requirements.

Amendment 2 was issued in response to a new DGAC AD, which deletes a grace period which is no longer relevant, and mandates modification of Wing Rib 6 by installation of a reinforcing plate on wings not already repaired in accordance with repair solution R572-57023 or R572-57026.

Airbus Industrie A330 Series Aeroplanes

AD/A330/45 Amdt 3 (continued)

Amendment 3 is issued to amend the applicability to exclude aircraft which have had a new Rib 6 (aft) on both wings installed in production through incorporation of AIRBUS modification 54432.



David Villiers
Delegate of the Civil Aviation Safety Authority

24 May 2007