
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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/A330/72

Fuselage Skin Inspection/Repair

2/2007

Applicability: Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 aircraft, all serial numbers, except aircraft with Airbus modification 49144 incorporated in production.

Requirement: Action in accordance with the requirements of EASA AD 2006-0332.

Note: Airbus Service Bulletins A330-53-3161 and A330-53-3162 original issues, or later EASA approved revisions, refer.

Compliance: As specified in the Requirement document, with a revised effective date of 15 February 2007.

This Airworthiness Directive becomes effective on 15 February 2007.

Background: A review of the repair substantiations of the SRM has been done to take into account the latest aircraft operational data (Aircraft Weight Variant and Fatigue Flight Mission Profiles). As a result, all permanent fuselage skin and lap joint doubler repair principles published in the SRM chapter 53-00-11, Page Block 201 have been replaced with Oct/05 Revision by updated, simplified, and harmonised repair principles. These updates led to the de-validation of some repairs and to changes in repair inspection requirements.

This Directive requires inspection of the fuselage to identify possible permanent skin repairs and permanent longitudinal lap joint repairs and application of associated corrective actions.



David Villiers
Delegate of the Civil Aviation Safety Authority

3 January 2007