



Airworthiness Directive

AD No.: 2023-0053

Issued: 14 March 2023

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A330-223F and A330-243F aeroplanes

Effective Date: 28 March 2023

TCDS Numbers: EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Rear Fuselage – Modification

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-223F and A330-243F aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Airbus Service Bulletin (SB) SB A330-53-3309.

The affected area: Circumferential joint at Frame 58.

Reason:

Within the scope of widespread fatigue damage (WFD) evaluations on A330-200F aeroplanes, it has been determined that the affected area, as defined in this AD, is susceptible to WFD.

This condition, if not corrected, may lead to crack initiation and undetected propagation, affecting the structural integrity of the aeroplane.



To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide instructions to reinforce the affected area.

For the reasons described above, this AD requires modification of the affected area within a specific timeframe (window of embodiment).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Modification:

- (1) Before exceeding 20 200 flight cycles (FC) or 60 700 flight hours (FH), whichever occurs first since aeroplane first flight (Upper Limit / Structural Modification Point), but not before reaching 12 400 FC or 37 200 FH, whichever occurs first since aeroplane first flight (Lower Limit), modify the aeroplane in accordance with the instructions of the SB, which includes accomplishment of inspections.
- (2) If, during the accomplishment of any inspection, which is part of the modification as required by paragraph (1) of this AD, any discrepancy, as identified in the SB, is detected, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A330-53-3309 original issue dated 06 October 2022, and Revision 01 dated 10 January 2023.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 19 January 2023 as PAD 23-006 for consultation until 16 February 2023. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

