Airworthiness Directive

AD No.: 2025-0179

Issued: 13 August 2025

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 aeroplanes

Effective Date: 27 August 2025
TCDS Number(s): EASA.A.004
Foreign AD: Not applicable
Supersedure: None

ATA 57 – Wings – Sloping Rib and Slat 1 Inboard Seal – Inspection

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Manufacturer(s):
Airbus

Applicability:
Airbus A330-841 and A330-941 aeroplanes, all manufacturer serial numbers.

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

The AOT: Airbus Alert Operators Transmission (AOT) A57L026-25.

Aeroplane date of manufacture: The date of transfer of title (ownership) at the time of first delivery by Airbus to the first operator, which is referenced in Airbus documentation.

The AMM task: Aircraft Maintenance Manual (AMM) Task 27-84-61-960-801-A 'Replacement of the Slat 1 Seals'.

The MPD task: Maintenance Planning Document (MPD) ZL-521-01-1, 'Inboard fixed leading-edge structure general visual inspection of inboard fixed leading-edge structure'.

Reason:
Occurrences were reported of crack findings on the sloping rib.

This condition, if not detected and corrected, could affect the handling qualities of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT providing instructions for repetitive inspections of the sloping ribs and of the slat 1 inboard seals, which, if damaged, could affect the airstream induced loads on the sloping rib.

For the reason described above, this AD requires a repetitive inspection of the sloping ribs and of the slat 1 inboard seals.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Repetitive Inspections:

(1) Within the compliance time as identified in Table 1 of this AD and, thereafter, at intervals not to exceed 150 flight cycles (FC) or 1 000 flight hours (FH), whichever occurs first, inspect the external surface of each (left-hand (LH) and right-hand (RH)) sloping rib and each (LH and RH) slat 1 inboard seal as identified in, and in accordance with the instructions of, the AOT (see Note 1 of this AD).

Table 1 – Compliance Time – A, B, C, D or E, whichever occurs later

A	Within 60 days after the effective date of this AD
B	Before exceeding 150 FC or 1 000 FH, whichever occurs first, since last accomplishment of the MPD task on LH or RH wing, as applicable
C	Before exceeding 150 FC or 1 000 FH, whichever occurs first, since last replacement of that slat 1 inboard seal in accordance with the instructions of the AMM task
D	Before exceeding 12 months, 400 FC or 2 600 FH, whichever occurs first, since aeroplane date of manufacture
E	Before exceeding 12 months, 400 FC or 2 600 FH, whichever occurs first, since last replacement of that sloping rib (only if accomplished concurrently with slat 1 inboard seal installed on the same side (LH or RH))

Note 1: After the replacement of a sloping rib (LH or RH side), if the slat 1 inboard seal installed on the same side (LH or RH) is replaced concurrently, subsequent inspection of that rib and of that slat 1 inboard seal can be postponed until 12 months, 400 FC or 2 600 FH, whichever occurs first after that replacement.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any damage is found on a sloping rib, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

(3) If, during any inspection as required by paragraph (1) of this AD, any damaged or missing seal is detected, within 10 FC after that inspection, replace or reinstall, as applicable, that seal in accordance with the instructions of the AOT (see Note 2 of this AD).

Note 2: Aeroplane operations with a damaged or missing seal, as referenced in paragraph (3) of this AD, are allowed after the implementation of temporary limitations in accordance with Airplane Flight Manual - Master Configuration Deviation List, item 27-06 'Slat End Blade Seal'.

Terminating Action:

(4) None.

Alternative Method of Compliance:

(5) Accomplishment on an aeroplane of the MPD task or of the AMM task (LH or RH side) is an acceptable alternative method to accomplish any of the repetitive inspection as required by paragraph (1) of this AD for that aeroplane (LH or RH side) (see Note 3 of this AD).

Note 3: Acceptable alternative method of inspection (as per MPD task, or AMM task) shall remain accomplished at intervals as specified in paragraph (1) of this AD.

Ref. Publications:

Airbus AOT A57L026-25 original issue dated 03 July 2025 or revision 01 dated 04 August 2025.

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 28 July 2025 as PAD 25-113 for consultation until 11 August 2025. 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.