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## AIRWORTHINESS DIRECTIVE

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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/A330/43 Amdt 1 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.

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### Airbus Industrie A330 Series Aeroplanes

**AD/A330/43  
Amdt 2**

**Cockpit Instrument Panel**

**13/2007**

**Applicability:** All Model A330 aircraft, all serial numbers, except aircraft with AIRBUS Modification 53446 incorporated in production or AIRBUS Service Bulletin A330-25-3249 Revision 01, or later EASA approved revision, incorporated in service.

**Requirement:** Action in accordance with the requirements of EASA AD 2007-0281.

*Note: AIRBUS Service Bulletins A330-25-3227 Revision 01 and A330-25-3249 Revision 01, or later EASA approved revisions, refer.*

**Compliance:** As specified in the Requirement document, with a revised effective date of 20 December 2007.

This Amendment becomes effective on 20 December 2007.

**Background:** An operator reported damage of a bracket part number F2511012920000, which is one of eight parts used to attach the cockpit instrument panel to the aircraft structure. The bracket was found cracked on two aircraft and, in one case, both vertical flanges of the bracket were completely broken. This hidden failure of the bracket, combined with failure of the horizontal beam, could lead to collapse of the left part of the cockpit panel.

Amendment 1 clarified the bracket inspection threshold and required eventual terminating action by replacing the bracket with a new reinforced one made of titanium.

Amendment 2 is issued in response to a new EASA AD, which introduces Revision 01 of SB A330-25-3249 which corrects the torque values for the fasteners of the new reinforced bracket.



David Villiers  
Delegate of the Civil Aviation Safety Authority

8 November 2007