



## Airworthiness Directive

**AD No.:** 2014-0197R1

**Issued:** 11 July 2019

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A330 aeroplanes

**Effective Date:** Revision 1: 18 July 2019  
Original issue: 18 September 2014

**TCDS Number(s):** EASA.A.004

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2014-0197 dated 04 September 2014.

## ATA 53 – Fuselage – Frame / Stringer Attachments – Inspection / Repair

### Manufacturer(s):

Airbus

### Applicability:

Airbus A330-223F and A330-243F aeroplanes, manufacturer serial numbers 1004, 1032, 1051, 1062, 1070, 1092, 1115, 1136, 1148, 1164, 1175, 1180, 1320, 1332, 1344, 1350, 1368, 1380, 1386, 1406, 1414, 1418 and 1428.

### Definitions:

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

**The applicable inspection SB:** Airbus Service Bulletin (SB) A330-53-3202, SB A330-53-3212, SB A330-53-3213 and SB A330-53-3214, as applicable.

**The applicable modification SB:** Airbus SB A330-53-3216, SB A330-53-3217, SB A330-53-3218 and SB A330-53-3219, as applicable.

### Reason:

During inspection of various fuselage areas on some A330-200F aeroplanes on the production line, prior to delivery, some fasteners were found missing.



This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage.

To address this condition, Airbus issued the applicable inspection SB and the applicable modification SB, providing inspection and modification instructions, respectively.

For the reasons described above, EASA issued AD 2014-0197 to require a one-time detailed inspection (DET) of the affected areas and, depending on findings, accomplishment of further investigative and applicable corrective action(s).

Since that AD was issued, it was identified that Appendix 1 (Table 3) of the AD contained mistakes. This AD is revised to correct those mistakes. This revised AD also introduces some editorial changes related to the latest AD writing standards, without affecting the requirements.

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

Required as indicated, unless accomplished previously:

#### Inspection(s):

- (1) Before exceeding 72 months since aeroplane first flight, accomplish a DET of all fuselage zones as specified in Appendix 1 of this AD, Tables 1, 2 and 3, as applicable, in accordance with the instructions of the applicable inspection SB.
- (2) If, during the DET as required by paragraph (1) of this AD, for the fuselage zones in Appendix 1, Tables 1, 2 and 3 of this AD, any discrepancy is detected, before next flight, accomplish a DET of the adjacent fastener rows in accordance with the instructions of the applicable inspection SB.

#### Corrective Action(s):

- (3) If, during the DET as required by paragraph (2) of this AD, for the fuselage zones in Appendix 1, Tables 1, 2 and 3 of this AD, no discrepancy is detected, before next flight, modify the affected fuselage zone (installation of correct fasteners) in accordance with the instructions of the applicable modification SB.
- (4) If, during the DET as required by paragraph (2) of this AD, for the fuselage zones in Appendix 1, Tables 1, 2 and 3 of this AD, any discrepancy is detected as identified in the applicable inspection SB, before next flight, contact Airbus for approved repair instructions (Repair Design Approval Sheet – RDAS) and accomplish those instructions accordingly.

### Ref. Publications:

Airbus Inspection SB:

Airbus SB A330-53-3202 original issue dated 06 May 2014.

Airbus SB A330-53-3212 original issue dated 06 May 2014.

Airbus SB A330-53-3213 original issue dated 06 May 2014.

Airbus SB A330-53-3214 original issue dated 06 May 2014.

Airbus Modification SB:

Airbus SB A330-53-3216 original issue dated 06 May 2014.

Airbus SB A330-53-3217 original issue dated 06 May 2014.



Airbus SB A330-53-3218 original issue dated 06 May 2014.

Airbus SB A330-53-3219 original issue dated 06 May 2014.

The use of later approved revisions of the above-mentioned documents 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. The original issue of this AD was posted on 08 July 2014 as PAD 14-115 for consultation until 05 August 2014. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).



## Appendix 1 – Fuselage areas to be inspected and modified, as applicable

Table 1

Fuselage zone identification				Applicable Inspection SB	Applicable Modification SB
Frame	Stringer	Left Hand (LH) Side	Right Hand (RH) Side		
21-22		X	X	A330-53-3202	A330-53-3216
26/28	26	X			
35	24-25		X		
57	26	X	X	A330-53-3212	A330-53-3217
58A	29-30		X		
58A	31-32-33		X		
59	23-24-25		X		
59A	45-46-47		X	A330-53-3213	A330-53-3218
60A	26		X		
64	24		X		
65-66	37		X		
66	27		X		
68	29-30		X	A330-53-3214	A330-53-3219
69	33		X		
71	14	X			
72	5	X	X		

Table 2

Fuselage zone identification				Applicable Inspection SB	Applicable Modification SB
Frame	Stringer	LH Side	RH Side		
19	52-53	X		A330-53-3202	A330-53-3216
30	33-34	X			
30 to 37-37.1-37.3-37.4	41-42		X		
58-59	38		X	A330-53-3212	A330-53-3217
58	41	X	X		
59	26	X			
59	40		X		
59	15	X		A330-53-3213	A330-53-3218
61	14-15	X			
65	22A-23-25		X		
65-66	45-46		X		
72	26 - 27		X	A330-53-3214	A330-53-3219
72	30		X		
72	43	X			
72	46-47		X		



## Appendix 1 (continued) – Fuselage areas to be inspected and modified, as applicable

Table 3

Fuselage zone identification				Applicable Inspection SB	Applicable Modification SB
Frame	Stringer	LH Side	RH Side		
20	43	X		A330-53-3202	A330-53-3216
37.3	44		X		

