

 適航指令發布單 Airworthiness Directive Issuance Form	
民航局 AD 編號 AD number	CAA-2016-06-002 發布日期 Date issued 2016/6/13
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, and Airbus A340-541, A340-542, A340-642 and A340-643 aeroplanes,
主旨摘要	Fuselage - Fuselage Bulk Cargo Door Frames - Inspection / Repair
民航局 CAA <input type="checkbox"/> 本國產品 Native products <input type="checkbox"/> 其他個案 Other	設計國民航主管機構 Original Authorities <input type="checkbox"/> FAA <input checked="" type="checkbox"/> EASA <input type="checkbox"/> Brazil <input type="checkbox"/> Transport Canada Civil Aviation <input type="checkbox"/> DGAC <input type="checkbox"/> Germany LBA <input type="checkbox"/> CAA-NL <input type="checkbox"/> UK CAA <input type="checkbox"/> Japan CAB <input type="checkbox"/> CAA of Israel <input type="checkbox"/> Other _____
	設計國 AD 編號 Original AD number 2016-0102
	1. 直接採用原 AD 之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)
備註 Note	ATA 53. Airbus AOT A53L012-16 original issue dated 30 May 2016.
註： 1. AD 內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： adcaa@mail.caa.gov.tw Note： <ol style="list-style-type: none"> The AD text is enclosed. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. For further information, please contact Civil Aeronautics Administration on Tel:(02)2349-6331~3, Fax:(02)2545-8464, e-mail： adcaa@mail.caa.gov.tw 	



Airworthiness Directive

AD No.: 2016-0102

Issued: 01 June 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 and A340 aeroplanes

Effective Date: 08 June 2016

TCDS Numbers: EASA.A.004 and EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Fuselage Bulk Cargo Door Frames – Inspection / Repair

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, and

Airbus A340-541, A340-542, A340-642 and A340-643 aeroplanes,

manufacturer serial number (MSN) 0400 and higher.

Reason:

In the frame of the certification of the A330 Extended Service Goal exercise, it has been identified that Tartaric Sulfuric Anodising (TSA) / Chromic Acid Anodising (CAA) surface treatment is present in some frame holes, from aeroplane MSN 0400 and later MSN, following production process modification. On bulk cargo door frames (FR) 67 and FR 69 Right Hand Side, the door fitting attachment holes have this TSA / CAA treatment, which leads to a detrimental effect on fatigue behaviour.

This condition, if not detected and corrected, could lead to critical cracks in the primary structure, possibly resulting in in-flight loss of a bulk cargo door, consequent decompression and potential damage to the aeroplane that could reduce the control of the aeroplane.



To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A53L012-16 to provide instructions to inspect the fuselage bulk cargo door frames at specific locations.

For the reasons described above, this AD requires repetitive non-destructive test (rototest and high-frequency eddy-current (HFEC)) inspection or visual detailed (DET) inspections of the affected areas, and, depending on findings, accomplishment of a repair.

This AD is considered an interim measure, and further AD action may follow.

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

Required as indicated, unless accomplished previously:

- (1) Within the compliance times specified in Table 1 of this AD, accomplish a rototest inspection of the holes for the bulk cargo door support fittings at FR 67 and FR 69 and an HFEC inspection of the holes for the door latch fitting at FR69, **or** a DET inspection of both same areas (bulk cargo door support fittings at FR 67 and FR 69 and door latch fitting at FR69), in accordance with the instructions of Airbus AOT A53L012-16.

Table 1 – Initial Inspection

Flight Cycles (FC) accumulated since aeroplane first flight, on the effective date of this AD	Compliance time
12 500 or more	Within 200 FC or 2 months, whichever occurs first after the effective date of this AD
Less than 12 500	Within 200 FC or 2 months, whichever occurs first after exceeding 12 500 FC

- (2) Following the initial inspection as required by paragraph (1) of this AD, at intervals not to exceed the value as specified in Table 2 of this AD, as applicable, depending on the selected previous inspection method, inspect the holes for the bulk cargo door support fittings at FR67 and FR69 and the holes for the door latch fitting at FR69 in accordance with the instructions of Airbus AOT A53L012-16.

Table 2 – Repetitive Inspections

Inspection Method	Inspection Interval
DET	150 FC
Rototest or HFEC, as applicable	2 900 FC

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy is detected, before next flight, contact Airbus for approved repair instructions and, within the compliance time(s) specified in those instructions, accomplish those instructions accordingly.



- (4) Accomplishment of a repair on an aeroplane, as required by paragraph (3) of this AD, does not constitute terminating action for the inspections as required by this AD for that aeroplane, unless otherwise specified in the Airbus repair instructions.
- (5) Within 30 days after the inspections as required by paragraphs (1) and (2) of this AD, when confirmed that no discrepancy is detected, report the inspection results to Airbus in accordance with the instructions of Airbus AOT A53L012-16.

Ref. Publications:

Airbus AOT A53L012-16 original issue dated 30 May 2016.

The use of later approved revisions of this 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.

