



## 適航指令發布單

### Airworthiness Directive Issuance Form

民航局 AD 編號 AD number	CAA-2023-03-008	發布日期 Date issued	2023/3/21
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A330-202, A330-203, A330-223, A330-243 and A330-841 aeroplanes, manufacturer serial numbers 1780, 1782, 1784, 1785, 1787, 1799, 1805, 1808, 1822, 1823, 1830, 1835, 1845, 1847, 1848, 1854, 1857, 1859, 1864, 1872, 1877, 1878, 1882, 1883, 1886, 1888, 1891, 1911, 1916, 1919, 1932, 1936, 1942, 1945, 1960, 1964, 1965, 1968 and 1969.		
主旨摘要 Subject	Fuselage - Rear Fuselage - Modification		
民航局 CAA <input type="checkbox"/> 本國產品 Native product <input type="checkbox"/> 其他個案 Other	設計國民航主管機構 Original Authority <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <input type="checkbox"/> FAA  <input checked="" type="checkbox"/> EASA  <input type="checkbox"/> Brazil  <input type="checkbox"/> Transport Canada Civil Aviation  <input type="checkbox"/> DGAC             </div> <div style="width: 48%;"> <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 _____             </div> </div>		
	設計國 AD 編號 Original AD number	2023-0054	
	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. Ref. Publications: Airbus SB A330-53-3308 original issue dated 27 September 2022, and Revision 01 dated 21 October 2022.		
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)2349-6330 / 6332, Fax：(02)2545-8464, e-mail： <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a> Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6330 / 6332, Fax： (02)2545-8464, e-mail： <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a>			

## Airworthiness Directive

**AD No.:** 2023-0054**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 aeroplanes

**Effective Date:** 28 March 2023**TCDS Numbers:** EASA.A.004**Foreign AD:** Not applicable**Supersedure:** None

### ATA 53 – Fuselage – Rear Fuselage – Modification

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**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A330-202, A330-203, A330-223, A330-243 and A330-841 aeroplanes, manufacturer serial numbers 1780, 1782, 1784, 1785, 1787, 1799, 1805, 1808, 1822, 1823, 1830, 1835, 1845, 1847, 1848, 1854, 1857, 1859, 1864, 1872, 1877, 1878, 1882, 1883, 1886, 1888, 1891, 1911, 1916, 1919, 1932, 1936, 1942, 1945, 1960, 1964, 1965, 1968 and 1969.

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) SB A330-53-3308 Revision 01.

**Reason:**

It has been determined that the cold working process on the circumferential joint at Frame 58 has been partially performed.

This condition, if not corrected, may affect the structural integrity of the aeroplane, potentially leading to a catastrophic failure.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide instructions to perform cold working rework.

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

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

Required as indicated, unless accomplished previously:

#### Modification:

- (1) Before exceeding the Upper Limit / Structural Modification Point (SMP) as defined in Table 1 of this AD, but not before reaching the Lower Limit as defined in Table 1 of this AD, modify the aeroplane in accordance with the instructions of the SB, which includes accomplishment of inspections.

Table 1 – Window of Embodiment (see Note 1 of this AD)

Aeroplane model (see Note 2 of this AD)	Lower Limit	Upper Limit / SMP (whichever occurs first)
A330-202 Short Range (SR), A330-243 SR	13 000 flight cycles (FC)	24 700 FC or 86 100 flight hours (FH)
A330-202 Long Range (LR), A330-243 LR	13 000 FC	19 600 FC or 127 000 FH
A330-841 SR	17 000 FC	24 700 FC or 86 700 FH
A330-841 LR	17 000 FC	20 200 FC or 131 300 FH

Note 1: The FH and FC specified in Table 1 of this AD are those accumulated by the aeroplane since first flight.

Note 2: The instructions provided by Airbus Operators Information Telex (OIT) 999.0086/11 can be used to determine whether an aeroplane is operated SR or LR.

- (2) If, during the accomplishment of any inspection, 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.

#### Credit:

- (3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of the original issue of the SB and within the window of embodiment as identified in Table 1 of this AD, as applicable, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable.



**Ref. Publications:**

Airbus SB A330-53-3308 original issue dated 27 September 2022, and Revision 01 dated 21 October 2022.

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 23 January 2023 as PAD 23-007 for consultation until 20 February 2023. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety 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](#). 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](mailto:airworthiness.A330-A340@airbus.com).

