



Airworthiness Directive Cancellation Notice

AD No.: 2018-0226-CN

Issued: 10 May 2022

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A330 and A340 aeroplanes

Effective Date: 10 May 2022

TCDS Number(s): EASA.A.004 and EASA.A.015

Foreign AD: Not applicable

Cancellation: This Notice cancels EASA AD 2018-0226 dated 22 October 2018.

ATA 55 – CANCELLED: Stabilizers - Horizontal Stabilizer Centre Box Top Skin – Inspection / Repair

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-223, A330-243, A330-301, A330-302, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, manufacturer serial numbers (MSN) as listed in the applicable SB.

Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, MSN as listed in the applicable SB.

Definitions:

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

The applicable SB: Airbus Service Bulletin (SB) A330-55-3047 and SB A340-55-4041, as applicable.

Reason:

Cracks were found in the horizontal stabilizer (HS) centre box (CB) top skin of an A330 aeroplane in pre-mod 41330 configuration. The cracks were initiated at the upper flange corner at rib 3 rear spar area on left hand side of the CB.



This condition, if not detected and corrected, could lead to reduced structural integrity of the HS CB of the aeroplane.

To address this unsafe condition, Airbus published SB A330-55-3046 to provide inspection instructions for the affected area, only applicable to some pre-mod 41330 A330 MSN. Consequently, EASA issued AD 2017-0078 to require a one-time special detailed inspection of the HS CB top skin integral flange area and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, new crack finding occurrences were reported on different aeroplanes. Based on the reported findings, and the updated fatigue and damage tolerance analysis, it was decided to extend the inspection to all pre-mod 41330 aeroplanes, as well as to a limited number of post-mod aeroplanes, and to introduce repetitive inspections for all affected aeroplanes. Consequently, Airbus published the applicable SB to provide instructions for repetitive inspections for the affected area, and EASA issued AD 2018-0226, retaining the requirements of EASA AD 2017-0078, which was superseded, expanding the Applicability to include A340 and additional A330 aeroplanes, and introducing repetitive inspections.

Since that AD was issued, the inspections required by that AD have been included in the Airworthiness Limitations Section (ALS) Part 2 Variation 3.5 (for A330 aeroplanes) and ALS Part 2 Variation 3.4 (for A340 aeroplanes). EASA issued AD 2021-0261 and AD 2021-0262 to require accomplishment of the actions as specified in ALS Part 2 Revision 4 for A330 and A340 aeroplanes respectively, which means that EASA AD 2018-0226 is no longer necessary.

For the reasons described above, this Notice cancels EASA AD 2018-0226.

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

None.

Ref. Publications:

Airbus SB A330-55-3046 original issue dated 03 March 2017.

Airbus SB A330-55-3047 original issue dated 17 May 2018.

Airbus SB A340-55-4041 original issue dated 17 May 2018.

Remarks:

1. This AD-CN was posted on 04 April 2022 as PAD 22-039-CN for consultation until 18 April 2022. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this AD-CN, please contact: AIRBUS – IIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

