	AIRWORTHINESS DIRECTIVE No F-2005-071	Distribution: B	Issue date: April 27, 2005	Page : 1/4
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: F-2004-195 cancelled by its Revision 1		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A330 aircraft		
Type certificate(s) No. A.004 TCDS No A.004				
ATA chapter: 57	Subject: Wing - Rib 6 inspection			

1. **EFFECTIVITY:**

AIRBUS aircraft A330, all certified models, all serial numbers, on which AIRBUS modification 41114 or 44599 has been embodied in production.

2. **REASONS:**

The aim of this new Airworthiness Directive (AD) which deals with the same subject as AD F-2004-195 is:

- to supersede AD F-2004-195,
- to decrease the inspection threshold of the rib 6,
- to introduce reference to AIRBUS Service Bulletin (SB) A330-57-3087 or MOD 53882 (satellite holes cold working plus interference fit fasteners),
- to clarify inspection requirements in case of hard/overweight landing.


Reminder of the reasons given in AD F-2004-195:

An A330 operator has recently reported during a maintenance check, significant cracking of LH and RH wing rib 6 aft web.

The cracks are located in the lower part of rib 6 aft aperture, between bottom skin stringers 18 and 20, and extend from the lower edge of aperture in rib 6 to a fastener hole and then into the fuel pipe hole. The crack has developed through the full thickness of the rib 6.

An inspection performed on another aircraft of similar age identified similar finding.

This situation if not corrected, can lead to over loading of adjacent ribs and the surrounding wing structure. Crack propagation in rib 6 web could affect the structural integrity of wing.

	AIRWORTHINESS DIRECTIVE No F-2005-071	Distribution: B	Issue date: April 27, 2005	Page: 2/4
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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the Effective Date (ED) of this AD:

3.1. For aircraft which have not received Airbus Modification 53882 (Wings - Rework Rib 6 and refuel pipe fastener holes) in production:

3.1.1. Unless already accomplished, perform inspections on left and right wing rib 6 in accordance with the instructions given in AIRBUS SB A330-57-3085 Revision 01:

- For aircraft which have accumulated less than 8,000 flight cycles (FC) and 25,000 flight hours (FH) since the first flight at the ED of this AD:

before accumulation of 8,000 FC or 25,000 FH, whichever occurs first,
or,
before December 31, 2005,

whichever occurs later.

- For aircraft which have accumulated more than 8,000 FC or 25,000 FH since first flight at the ED of this AD:
before accumulation of 10000 FC or 30000 FH whichever occurs first, but no later than December 31, 2005.

Reminder of the requirements of AD F-2004-195 :

- For aircraft which have accumulated more than 10,000 FC or 30,000 FH since first flight on December 22, 2004 (ED of AD F-2004-195), no later than March 31, 2005.

Note 1: No immediate additional inspection is required for aircraft previously inspected as per AIRBUS All Operators Telex (AOT) A330-57A3085 and without crack finding.

Note 2: The mandatory inspection threshold for aircraft on which AIRBUS SB A330-57-3087 has been performed, has to be calculated from AIRBUS SB A330-57-3087 embodiment time and is provided in the Inspection Flow Chart Figure 4 Sheet 1 of AIRBUS SB A330-57-3085 Revision 01 and depends on aircraft weight variant (see § 3.1.2).

3.1.2. If no cracks are found after inspections performed per AIRBUS AOT A330-57A3085 or AIRBUS SB A330-57-3085 Revision 01:


- For aircraft which have not received application of AIRBUS SB A330-57-3087 in service (Wings - Rework Rib 6 and refuel pipe fastener holes):

Repeat inspections defined in AIRBUS SB A330-57-3085 Revision 01 at intervals not exceeding 8,000 FC or 25,000 FH following the last inspection, whichever occurs first and apply if necessary the correctives actions defined in § 3.1.3 of this AD.

- For aircraft which have received application of AIRBUS SB A330-57-3087 in service (Wings - Rework Rib 6 and refuel pipe fastener holes):

- Perform inspections defined in AIRBUS SB A330-57-3085 Revision 01 at the next threshold values mentioned in the Inspection Flow Chart Figure 4 Sheet 1 of this SB, and apply if necessary the corrective actions defined in § 3.1.3 of this AD.

- and after, repeat these inspections at intervals not exceeding 8,000 FC or 25,000 FH, whichever occurs first, and apply if necessary the corrective actions defined in § 3.1.3 of this AD.

	<p style="text-align: center;">AIRWORTHINESS DIRECTIVE No F-2005-071</p>	<p>Distribution: B</p>	<p>Issue date: April 27, 2005</p>	<p>Page: 3/4</p>
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3.1.3. In case any crack or damage is found:

- Contact AIRBUS to get a repair instruction before next flight.
- After repair, contact AIRBUS for subsequent thresholds and intervals associated to the specific inspection program.

3.2. For aircraft which have received AIRBUS Modification 53882 (Wings - Rework Rib 6 and refuel pipe fastener holes) in production :

3.2.1. Perform inspections defined in AIRBUS SB A330-57-3085 Revision 01 at the threshold values mentioned in the Inspection Flow Chart Figure 4 Sheet 1 of this SB, and apply if necessary the corrective actions defined in § 3.2.3. of this AD.

3.2.2. Repeat inspections at interval not exceeding 8000 FC or 25000 FH, whichever occurs first, and apply if necessary the corrective actions defined in § 3.2.3 of this AD.

3.2.3. In case any crack or damage is found:

- Contact AIRBUS to get a repair instruction before next flight.
- After repair, contact AIRBUS for subsequent thresholds and intervals associated to the specific inspection program.

3.3. Hard or Overweight landing case:

For aircraft above 8,000 FC or 25,000 FH with at least one wing rib 6 not repaired in accordance with § 3.1.3 or 3.2.3 of this AD nor modified per AIRBUS SB A330-57-3087, perform the following inspections on the wing(s) not previously repaired nor modified, in case of Hard or Overweight Landing reported by the crew:

3.3.1. Prior to next flight and in addition to AMM 05-51-11 visual inspection, perform a Detailed Visual Inspection (DVI) from outside of the wing bottom skin surface in accordance with AIRBUS Technical Disposition TD/J1/S3/00608/2005. Contact AIRBUS to get this Technical Disposition.


3.3.2. In case of nil finding after the AMM inspection and DVI, within 10 FC following this DVI perform an Ultra-Sonic Inspection (USI) from outside of the wing bottom skin surface in accordance with AIRBUS Technical Disposition TD/J1/S3/00608/2005. Contact AIRBUS to get this Technical Disposition.

3.3.3. In case of finding after AMM inspection or DVI or USI, contact AIRBUS prior next flight to get instructions.

Note 3: Hard/Overweight Landing definition can be found in AMM Chapter 05-51-11.

4. REFERENCE PUBLICATIONS:

AIRBUS All Operators Telex A330-57A3085 dated December 15, 2004
 AIRBUS Service Bulletin A330-57-3085 Revision 01
 AIRBUS Service Bulletin A330-57-3087
 (Any later approved revision of these documents is acceptable)
 AIRBUS Technical Disposition TD/J1/S3/00608/2005.

	AIRWORTHINESS DIRECTIVE No F-2005-071	Distribution: B	Issue date: April 27, 2005	Page: 4/4
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5. **EFFECTIVE DATE:**

May 07, 2005.

6. **REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - Office of Airworthiness - EAL - Fax : 33 5 61 93 45 80.

7. **APPROVAL:**

This AD is approved under EASA reference No 2005-3633 dated April 20, 2005.