



Airworthiness Directive

AD No.: 2021-0103

Issued: 13 April 2021

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 and A340 aeroplanes

Effective Date: 27 April 2021

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

Foreign AD: Not applicable

Supersedure: None

ATA 34 – Navigation – Air Data Reference Inoperative / Master Minimum Equipment List – Amendment

Manufacturer(s):

Airbus

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, A330-343 and A330-941 aeroplanes, all manufacturer serial numbers (MSN), and;

Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.

Definitions:

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

The MMEL MER: Airbus A330/A340 ATA34 Master Minimum Equipment List (MMEL) item 34-10-01: ADR, Major Event Revision (MER), EASA approval reference LR00D21000798.

Reason:

In the frame of flight test clearance process, a detailed analysis of Air Data Reference (ADR) failure scenarios led to identification of one specific failure scenario for which compliance with requirements for loads and handling qualities throughout the flight envelope could be impaired in



case of dispatch with one ADR inoperative (MMEL item 34-10-01) during the maximum interval allowed by the current MMEL.

This condition, if not corrected, in case of in-flight loss of a second ADR combined with erroneous low speed data provided by the remaining functional ADR, could result in loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the MMEL MER, as defined in this AD, that incorporates a restriction of the repair interval for ATA34 MMEL item 34-10-01: ADR.

For the reasons described above, this AD requires implementation of a dispatch restriction through amendment of the A330/A340 MMEL provided by Airbus for implementation into operator's MEL.

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

Required as indicated, unless accomplished previously:

MMEL Change / Dispatch Restriction:

Within 90 days after the effective date of this AD, implement in the operational documentation the MMEL change related to ATA34 MMEL item 34-10-01 in accordance with the MMEL MER, inform all flight crews, and, thereafter, operate the aeroplane accordingly.

Ref. Publications:

Airbus A330/A340 MMEL MER dated 25 February 2021, EASA approval reference LR00D21000798.

The use of later approved MMEL revisions including the content of the MMEL MER, as defined in this AD, are 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 08 March 2021 as PAD 21-036 for consultation until 05 April 2021. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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 – IIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

