



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-058

Issued: 04 April 2019

Note: This Proposed Airworthiness Directive (PAD) 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

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Slat Geared Rotary Actuators – Repair / Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A330-202, A330-243, A330-243F, A330-302, A330-323 and A330-343 aeroplanes, manufacturer serial numbers (MSN) 01758, 01761 to 01768 inclusive, 01770 to 01773 inclusive, 01775, 01777, 01778, 01780, 01781, 01783, 01784, 01786 to 01789 inclusive, 01791 to 01794 inclusive, 01796 to 01798 inclusive, 01800, 01802, 01803, 01812, 01815, 01817, 01820, 01821, 01823, 01825, 01826, 01828, 01829, 01831 and 01834.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-27-3233.

The RIL: Airbus Retrofit Information Letter (RIL) G27M18007640.

The Liebherr SB: Liebherr-Aerospace Lindenberg GmbH (Liebherr) SB 926C-27-01.



Affected part: Slat geared rotary actuators (SGRA), having Part Number 926C0000-01 and serial number (s/n) as identified in the SB, except those that have passed an inspection, or have been repaired, as applicable, in accordance with the instructions of the Liebherr SB.

Serviceable part: An SGRA that is not an affected part.

Reason:

Cracks have been found within the ring gears of an SGRA. Investigation identified that this is due to a change in the manufacturing process of the 300M steel raw material in conjunction with inadequate post-production non-destructive testing for potential cracks. A batch of SGRA has been identified as having been subject to this manufacturing process.

This condition, if not detected and corrected, could, in combination with an independent failure on the second SGRA of the same slat surface, lead to an uncontrolled movement of the affected slat surface in flight, or detachment of the slat surface, possibly resulting in damage to the stabilizers, or reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide instructions to replace the affected parts, referencing the Liebherr SB for in-shop correction.

For the reasons described above, this AD requires replacement of each affected part with a serviceable part.

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

Required as indicated, unless accomplished previously:

Identification/Reporting:

- (1) Within 6 months after the effective date of this AD, for each aeroplane MSN, identify the associated affected parts as specified in the SB and report any mismatch to Airbus. The P/N and s/n identification of each affected part on an aeroplane is sufficient. The Functional Item Number (FIN) as specified in Appendix 01 of the SB is for information only as it cannot be excluded that an affected part may have finally been installed in production at another location on the same aeroplane.

This action can be accomplished on the aeroplane by checking the P/N and s/n of the SGRA installed, or by reviewing aeroplane maintenance records to make this determination, provided those records can be relied upon for that purpose and the P/N and s/n of the suspected parts can be positively identified from that review.

Replacement:

- (2) Following the actions as required by paragraph (1) of this AD, within 20 000 flight hours after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the SB.



Reporting:

- (3) Within 30 days after replacement of all affected parts on an aeroplane, as required by paragraph (1) of this AD report that action to Airbus. That action can be accomplished by using the instructions and reporting forms of the SB or the RIL.

Ref. Publications:

Airbus SB A330-27-3233 original issue dated 07 March 2019.

Airbus RIL G27M18007640 original issue dated 15 March 2019.

Liebherr SB 926C-27-01 original issue dated 18 December 2018.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 18 April 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

