



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 20-011**

**Issued: 20 January 2020**

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 Numbers:** EASA.A.004

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 27 – Flight Controls – Spoiler Servo Control / Hydraulic Locking Function – Operational Test

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A330-941 aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The MRBR task:** Airbus Maintenance Review Board Report (MRBR) task 27.64.00 / 03.

**The applicable AMM task:** Airbus Aircraft Maintenance Manual (AMM) task 27-64-52-000-801-A (removal of spoiler servo-control (SSC)) or task 27-64-52-400-801-A (installation of SSC), as applicable.

**Reason:**

During post-flight maintenance checks, it was identified that seven SSC had lost their hydraulic locking function. The results of the subsequent technical investigation accomplished in-shop by the part supplier confirmed the system failure was due to a sheared seal on the blocking valve, ensuring



the blocking function of the spoiler. It is suspected that the seal damage may have occurred during accomplishment of a modification to fit a new design of maintenance cover on wing.

This condition, if not detected and corrected, in combination with one engine inoperative at take-off, could result in reduced control of the aeroplane.

To address this unsafe condition, Airbus issued the MRBR task to provide the necessary instructions.

For the reasons described above, this AD requires repetitive operational tests of the hydraulic locking function of the SSC installed on the blue and yellow hydraulic circuits, and, depending on test results, replacement of the SSC.

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

Required as indicated, unless accomplished previously:

#### **Operational Test:**

- (1) Within 48 months after the aeroplane first flight and, thereafter, at intervals not to exceed 48 months, accomplish an operational test of the hydraulic locking function on each SSC (any type), when fitted on blue or yellow hydraulic circuits. This can be accomplished by using the instructions of the MRBR task.

#### **Corrective Action:**

- (2) If, during any operational test as required by paragraph (1) of this AD, the hydraulic locking function of a SSC fails the test, before next flight, replace the affected SSC with a serviceable part. This can be accomplished by using the instructions of the applicable AMM task.

#### **Terminating Action:**

- (3) None.

#### **Ref. Publications:**

Airbus A330 MRBR Revision 19 dated December 2019.

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

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 17 February 2020.
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](mailto: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 – Airworthiness Office – EIAL, E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

