

## Airworthiness Directive

**AD No.:** 2020-0054

**Issued:** 11 March 2020

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 aeroplanes

**Effective Date:** 25 March 2020

**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.

Previously, EASA issued AD 2013-0251 to require repetitive operational tests of the hydraulic locking function of the SSC (any series) installed on the blue and yellow hydraulic circuits on A330 and A340 aeroplanes.

Since that AD was issued, Airbus A330-941 aeroplane was certified and it was determined that the repetitive operational tests of the hydraulic locking function of the SSC installed on the blue and yellow hydraulic circuits must also be accomplished on this newly certified aeroplane.

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 an 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 18 dated April 2019 or 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 20 January 2020 as PAD 20-011 for consultation until 17 February 2020. 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – IIAL, E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

Superseded

