



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-102R2

Issued: 17 December 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 and A340 aeroplanes

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

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

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Trimmable Horizontal Stabilizer Actuator Lower Attachment Parts – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

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, A330-743L, A330-841 and A330-941 aeroplanes, all manufacturer serial numbers (MSN); and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A27L014-20 Revision 01.

Affected AMM task: Airbus Aircraft Maintenance Manual (AMM) task 27-44-00-210-801-A, AMM task 27-44-51-400-801-A, or AMM task 27-44-51-400-801-C, as applicable, all at Revision dated July 2019 or earlier.



Groups:

Group 1 are all MSN up to 01965 inclusive, except MSN 01795, 01813, 01824, 01844, 01861, 01863, 01865, 01874, 01888, 01902, 01907, 01924, 01930, 01934, 01952, 01953 and 01956 to 01964 inclusive.

Group 2 aeroplanes are MSN 01795, 01813, 01824, 01844, 01861, 01863, 01865, 01874, 01888, 01902, 01907, 01924, 01930, 01934, 01952, 01953, 01956 to 01964 inclusive, and MSN 01966 and later, on which the affected AMM task, as defined in this AD, has been accomplished.

Group 3 aeroplanes are MSN 01795, 01813, 01824, 01844, 01861, 01863, 01865, 01874, 01888, 01902, 01907, 01924, 01930, 01934, 01952, 01953, 01956 to 01964 inclusive, and MSN 01966 and later, on which the affected AMM task, as defined in this AD, has not been accomplished.

Reason:

Occurrences were reported of incorrect installation of Trimmable Horizontal Stabilizer Actuator (THSA) lower attachment parts, as listed in the AOT. The investigation concluded that of this incorrect installation was due to human errors during production and maintenance.

This condition, if not detected and corrected, could lead to the loss of THSA primary load path and consequent activation of THSA secondary load path (which is designed to withstand full loads only for a limited period of time), possibly resulting in reduced control of the aeroplane.

To address this unsafe condition, Airbus amended the applicable production and maintenance procedures. In addition, Airbus published the AOT, as defined in this AD, to provide inspection instructions.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the THSA lower attachment parts to verify proper installation and, depending on findings, accomplishment of applicable corrective action(s). This AD also prohibits the use of certain AMM task instructions.

This PAD is republished as Airbus issued the AOT, as defined in this AD. The AOT informs operators that if they accomplished on an aeroplane certain AMM tasks, that aeroplane could no longer be excluded from the AOT 'AIRCRAFT AFFECTED', as these amended AMM tasks still contain mistakes. Connected to that, it was determined that the PAD Applicability must be expanded to all MSN, since an aeroplane on which an affected AMM task, as defined in this AD, was accomplished, must also be inspected. In addition, Airbus identified that some aeroplanes were checked while still in production and therefore excluded those from the AOT. This PAD is revised accordingly to reflect these changes.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) For Group 1 and Group 2 aeroplanes: Within 1 000 flight hours after the effective date of this AD, accomplish a DET of the THSA lower attachment parts in accordance with the instructions of the AOT.



Corrective Action(s):

- (2) If, during the DET as required by paragraph (1) of this AD, any discrepancies are identified, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.

Credit:

- (3) DET and, depending on findings, corrective actions on aeroplane accomplished before the effective date of this AD, in accordance with the instructions of Airbus AOT A27L014-20 at original issue are acceptable to comply with the requirements of paragraph (1) and (2) of this AD for that aeroplane.

Use of AMM Task:

- (4) For Group 1, Group 2 and Group 3 aeroplanes: From the effective date of this AD, do not accomplish on any aeroplane the instructions of the affected AMM task, as defined in this AD.
- (5) For Group 1, Group 2 and Group 3 aeroplanes: From the effective date of this AD, it is allowed to use the instructions of the AOT, as defined in this AD, or to use the instructions of Airbus AMM task 27-44-00-210-801-A or AMM task 27-44-51-400-801-A (or -C), as applicable, provided that the task contains the instructions of the AOT.

Note 1: Airbus plan to publish a revision of the applicable AMM in April 2021, which should contain the correct instructions as specified in the AOT, for Airbus AMM task 27-44-00-210-801-A and AMM task 27-44-51-400-801-A (or -C), as applicable.

Ref. Publications:

Airbus AOT A27L014-20 original issue dated 26 May 2020, or Revision 01 dated 24 November 2020.

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 31 December 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.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – IIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

