



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-036

Issued: 08 March 2021

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 – 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.

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:

Flight control law developments on the A330-743L (Beluga XL) aeroplane led to a detailed analysis of Air Data Reference (ADR) failure scenarios against loads/flutter requirements for A330 and A340 aeroplanes. The results of these analyses identified one specific failure scenario under MMEL condition, for which compliance to loads requirements throughout the flight envelope is at risk. When one ADR is inoperative (MMEL item 34-10-01), then in-flight loss of a second ADR combined with erroneous low speed data provided by the remaining functional ADR does not ensure that the aeroplane meets the related safety objectives.

This condition, if not corrected, could possibly result in reduced 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. This Proposed AD will be closed for consultation on 05 April 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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.

