



Notification of a Proposal to revise an Airworthiness Directive

PAD No.: 21-063

Issued: 04 May 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 - 7 days after AD issue date]

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

Foreign AD: Not applicable

Revision: This PAD proposes to revise EASA AD 2019-0138 dated 12 June 2019, which superseded EASA AD 2009-0255 dated 01 December 2009.

ATA 55 – Stabilizers – Elevators – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 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 SB: Airbus Service Bulletin (SB) A330-55-3039 Revision 01 and SB A340-55-4035 Revision 01, as applicable.

Affected Part: Left hand (LH) elevator and right hand (RH) elevator having a Part Number (P/N) as listed in Table 1 of this AD.



Reason:

Occurrences were reported where, during scheduled maintenance on A340 aeroplanes, an elevator skin panel area was found disbonded. Subsequent investigation revealed that this disbonding was caused by water ingress.

This condition, if not detected and corrected, could affect the structural integrity of an elevator, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued SB A330-55-3032 and SB A340-55-4029 to provide inspection instructions and DGAC France issued AD F-2004-118 (later revised), to require a one-time detailed inspection (DET) of elevator skin panels.

Since DGAC France AD F-2004-118R1 (EASA approval 2004-10125) was issued, new in-service occurrences were reported, leading to additional investigation and the conclusion that a new inspection program of the elevators was necessary. Consequently, Airbus published SB A330-55-3039 and SB A340-55-4035, and EASA issued AD 2009-0255 to require repetitive DET of both affected parts of the aeroplane, with applicable corrective actions.

After that AD was issued, Airbus determined that the inspection method for aeroplanes fitted with elevators post-modification (mod) 56519 needed to be clarified. In addition, it was determined that A330 freighter aeroplanes also need to be inspected. Prompted by this, Airbus published the SB to provide the necessary inspection instructions. Consequently, EASA issued AD 2019-0138, retaining the requirements of EASA AD 2009-0255, which was superseded, and required using the SB, and added A330 freighter aeroplanes to the Applicability of the AD.

Since that AD was issued, following feedback received from operators, this PAD proposes to revise AD 2019-0138 to amend/correct the paragraph (1) inspection interval for the repetitive DET to re-align with the interval as previously defined in EASA AD 2009-0255.

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

Required as indicated, unless accomplished previously:

Table 1 - Affected Parts (with ZZ varying from 00 up to 99 inclusive)

LH Elevator P/N	RH Elevator P/N
F5528000000ZZ, F55280000002ZZ, F55280000004ZZ, F55280000006ZZ, F55280000008ZZ, F55280000012ZZ, F55280002000ZZ, F55280005000ZZ, F55280005002ZZ and F55280005004ZZ	F55280000001ZZ, F55280000003ZZ F55280000005ZZ, F55280000007ZZ, F55280000009ZZ, F55280000013ZZ, F55280002001ZZ, F55280005001ZZ, F55280005003ZZ and F55280005005ZZ

Inspection(s):

- (1) Within the compliance time specified in Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed 72 months **from the date of the elevator first flight after the last inspection**, accomplish a DET of each affected part in accordance with the instructions of the SB.



Table 2 – Initial DET

Aeroplane condition	Compliance Time
Affected part not inspected per Airbus SB A330-55-3032 or SB A340-55-4029, as applicable	Before exceeding 144 months since first flight of an affected part on an aeroplane, or within 24 months after 15 December 2009 [the effective date of EASA AD 2009-0255], whichever occurs later.
Affected part inspected per Airbus SB A330-55-3032 or SB A340-55-4029, as applicable	Within 72 months since first flight after inspection of an affected part per Airbus SB A330-55-3032 or SB A340-55-4029, as applicable, or within 24 months after 15 December 2009 [the effective date of EASA AD 2009-0255], whichever occurs later.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancies are found, before next flight, accomplish a repair in accordance with the instructions of the applicable Airbus Structural Repair Manual, as defined in the SB, or contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.
- (3) Before next flight after each inspection and/or corrective action as required by paragraph (1) or (2) of this AD, as applicable, accomplish a re-protection of the affected part in accordance with the instructions of the SB.

Credit:

- (4) Inspection(s) and corrective action(s), accomplished on an aeroplane before 26 June 2019 [the effective date of the original issue of this AD] in accordance with the instructions of the original issue of Airbus SB A330-55-3039 or SB A340-55-4035, as applicable, are acceptable to comply with the initial requirements of paragraphs (1), (2) and (3) of this AD for that aeroplane.

Part(s) Installation:

- (5) From 26 June 2019 [the effective date of this AD at original issue], it is allowed to install on an aeroplane an affected part, provided that, following installation, the elevator is inspected, and, depending on findings, corrected, as required by this AD.
- (6) From 26 June 2019 [the effective date of this AD at original issue], it is allowed to install on any aeroplane an affected part for which the date of first flight or date of last inspection is unknown, provided that, before installation, the part passes an inspection (no defect detected, or defects corrected, as applicable) in accordance with the instructions of the SB, and that, following installation, the elevator is inspected as required by paragraph (1) of this AD.

Terminating Action:

- (7) None.



Reporting:

- (8) Within 30 days after each inspection as required by paragraph (1) of this AD, report the inspection results (including no findings) to Airbus.

Ref. Publications:

Airbus SB A330-55-3039 original issue dated 07 August 2009 and Revision 01 dated 15 February 2019.

Airbus SB A340-55-4035 original issue dated 07 August 2009 and Revision 01 dated 15 February 2019.

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 May 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 – EIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

