



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-133

Issued: 26 August 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 aeroplanes

Effective Date: [TBD: 7 days after AD issue date]

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA – Aircraft Flight Manual – Take-off Distance with Crosswind above 20 Knots – Amendment

Manufacturer(s):

Airbus

Applicability:

Airbus A330-841 and A330-941 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The AFM DU: Airbus A330 Aircraft Flight Manual (AFM) Documentary Unit (DU) PERF-OCTO-00005244.0069001 at version of 21 May 2021 for A330-841; AFM DU PERF-OCTO-00005244.0067001 at version of 21 May 2021 for A330-941 with Goodrich-Messier wheels and brakes; and AFM DU PERF-OCTO-00005244.0068001 at version of 21 May 2021 for A330-941 with Honeywell wheels and brakes (installed by Airbus modification), as applicable.

Reason:

Incorrect take-off computations for crosswinds above 20 knots (kt) have been discovered in Performance Engineer's Programs/AFM_OCTO approved FM module (PEP/OCTOPUS) version (V) 39 in the aircraft performance database used on some aeroplanes for PEP/OCTOPUS performance



computation. The incorrect computation is due to the non-application of the performance impact of the thrust setting procedure applicable with crosswind above 20 kt.

This condition, if not corrected, could lead to substantially reduced take-off performance in crosswind conditions above 20 kt, possibly resulting in a runway overrun in case of continued take-off, following an engine failure, or in case of rejected take-off, with consequent damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus corrected the aircraft performance database used for performance computation for crosswind above 20 kt, and issued the AFM DU, as defined in this AD, introducing the corrected aircraft performance database.

For the reasons described above, this AD requires the update of the AFM to introduce the AFM DU.

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

Required as indicated, unless accomplished previously:

AFM Amendment:

- (1) Within 30 days after the effective date of this AD, implement the aircraft performance database by introducing the AFM DU, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (2) Amending the AFM of an aeroplane by incorporating a later AFM revision which includes the AFM DU, as defined in this AD, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus A330 AFM DU PERF-OCTO-00005244.0069001 at version of 21 May 2021.

Airbus A330 AFM DU PERF-OCTO-00005244.0067001 at version of 21 May 2021.

Airbus A330 AFM DU PERF-OCTO-00005244.0068001 at version of 21 May 2021.

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 09 September 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.

