



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 25-056

**Issued:** 27 March 2025

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.

This 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 S.A.S.

**Type/Model designation(s):**

A330 aeroplanes

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

**TCDS Number(s):** EASA.A.004

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 25 – Equipment / Furnishings – Lavatory Floor Fittings – Inspection

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**Manufacturer(s):**

Airbus

**Applicability:**

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

**Definitions:**

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

**The SB1:** Airbus Service Bulletin (SB) A330-25-3853.

**The SB2:** Airbus SB A330-25-3854.

**The modification SB:** Airbus SB A330-25-3877, A330-25-3878, A330-25-3879, A330-25-3880, A330-25-3881, A330-25-3882 or A330-25-3883, as applicable.

**Vendor SB:** SAFRAN CABIN GERMANY (SAFRAN) SB 5999L-25-10, SB 5999L-25-11, SB 5999L-25-12, SB 5999L-25-13 or SB 5999L-25-14, as applicable.



**Affected lavatories 1:** SAFRAN D/E (L75/L72) lavatories having an affected floor fitting installed.

**Affected lavatories 2:** SAFRAN L/M, S/T and Hs/Ks lavatories having an affected floor fitting installed.

**Affected floor fitting:** Any affected lavatory (1 or 2) floor fitting, which is in pre-vendor SB configuration.

**Serviceable floor fitting:** Any lavatory floor fitting, eligible for installation in accordance with Airbus instructions, which is not an affected floor fitting.

**The AMM task:** Aircraft maintenance manual (AMM) task 25-40-00-210-804-A.

**Aeroplane date of manufacture:** The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

**Groups:** Group 1 aeroplanes are those having an affected lavatory (1 or 2) installed.  
Group 2 aeroplanes are those which do not have an affected lavatory (1 or 2) installed.

The SB1 and the SB2 provide a list of aeroplanes which have been initially delivered with an affected lavatory installed. An aeroplane not listed in these SBs is considered a Group 2 aeroplane, provided that no affected lavatory has been installed on that aeroplane after the aeroplane date of manufacture.

#### Reason:

Occurrences were reported of finding corrosion on lavatory floor fittings at various locations on A330 aeroplanes.

This condition, if not detected and corrected, could lead to detachment of the lavatory module, with consequent injury to cabin crew and/or passengers, and possibly resulting in reduced evacuation capacity from the aeroplane in case of an emergency.

To address this potential unsafe condition, Airbus issued the SB1 and the SB2 to provide inspection instructions, and the modification SB to provide instructions for optional modification of affected lavatories.

For the reasons described above, this AD requires repetitive general visual inspections (GVI) of the affected floor fittings and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

#### Inspection(s):

- (1) For Group 1 aeroplanes having an affected lavatory 1 installed: Within the compliance time specified in Table 1 of this AD, and, thereafter, at intervals not to exceed 24 months,



accomplish a GVI of each affected floor fitting installed on affected lavatory 1, in accordance with the instructions of the SB1.

Table 1 – Initial Inspection of Floor Fittings – Lavatories 1

<b>Aeroplane Age</b> (see Note 1 of this AD)	<b>Compliance Time (A, B or C, whichever occurs later)</b> (see Note 2 of this AD)
Less than 2 years	A. Before exceeding 24 months since aeroplane date of manufacture B. Within 6 months after the effective date of this AD C. Within 24 months since first installation of that floor fitting
Between 2 and 6 years	A. Within 6 months after the effective date of this AD B. Within 24 months since first installation of that floor fitting C. Within 24 months since last accomplishment of the AMM task on that floor fitting, if the AMM task has been accomplished before 6 years from aeroplane date of entry into service.
More than 6 years	A. Within 6 months after the effective date of this AD B. Within 24 months since first installation of that floor fitting C. Within 24 months since last accomplishment of the AMM task on that floor fitting

Note 1: The 'Aeroplane Age' referenced in Tables 1 and 2 of this AD is calculated starting on the aeroplane date of manufacture.

Note 2: If the date of first installation of a floor fitting is unknown, the aeroplane date of manufacture must be used instead.

- (2) For Group 1 aeroplanes having an affected lavatory 2 installed: Within the compliance time specified in Table 2 of this AD, and, thereafter, at intervals not to exceed 36 months, accomplish a GVI of each affected floor fitting installed on affected lavatory 2, in accordance with the instructions of the SB2.

Table 2 – Initial Inspection of Floor Fittings – Lavatories 2

<b>Aeroplane Age</b> (see Note 1 of this AD)	<b>Compliance Time (A, B or C, whichever occurs later)</b> (see Note 2 of this AD)
Less than 3 years	A. Before exceeding 36 months since aeroplane date of manufacture B. Within 6 months after the effective date of this AD C. Within 36 months since first installation of that floor fitting
Between 3 and 6 years	A. Within 6 months after the effective date of this AD B. Within 36 months since first installation of that floor fitting C. Within 36 months since last accomplishment of the AMM task on that floor fitting, if the AMM task has been accomplished before 6 years from aeroplane date of entry into service.
More than 6 years	A. Within 6 months after the effective date of this AD B. Within 36 months since first installation of that floor fitting C. Within 36 months since last accomplishment of the AMM task on that floor fitting



**Corrective Action(s):**

- (3) If, during any GVI as required by paragraph (1) of this AD, no damage other than corrosion is found on fitting HP03, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.
- (4) Unless otherwise specified in paragraph (3) of this AD, if, during any GVI as required by paragraph (1) or (2) of this AD, as applicable, no damage other than corrosion having a depth equal to or lower than 0.025 mm, is found on a floor fitting, before next flight, repair that floor fitting in accordance with the instructions of the SB1 or the SB2, as applicable.
- (5) Within 6 months after the repair of a floor fitting as required by paragraph (4) of this AD, replace that floor fitting with a serviceable floor fitting (see paragraph (9) of this AD) in accordance with the instructions of the SB1 or the SB2, as applicable.
- (6) Unless otherwise specified in paragraph (3) of this AD, if, during any GVI as required by paragraph (1) or (2) of this AD, as applicable, any damage, other than corrosion having a depth equal to or lower than 0.025 mm, is found on a floor fitting, before next flight, accomplish the applicable corrective actions (repair or replacement) in accordance with the instructions of the SB1 or the SB2, as applicable.

**Terminating Action:**

- (7) For Group 1 aeroplanes: Replacement of each affected floor fitting of a lavatory 1 or 2 of an aeroplane and reidentification of that lavatory, in accordance with the instructions of the modification SB, constitutes terminating action for the repetitive inspections as required by paragraph (1) or (2) of this AD, as applicable, for that lavatory, provided that, thereafter, no affected floor fittings are (re)installed on that lavatory.  
After modification of each affected lavatory of an aeroplane, that aeroplane is considered a Group 2, and the requirements of paragraph (9) of this AD are applicable for that aeroplane.

**Part(s) Installation:**

- (8) For Group 1 aeroplanes: From the effective date of this AD, it is allowed to install an affected floor fitting, provided that it is new (not previously installed on any aeroplane), or that no damage and no corrosion are detected on that floor fitting; following the installation, that fitting must be inspected as required by this AD.
- (9) For Group 2 aeroplanes: From the effective date of this AD, do not install an affected lavatory on an aeroplane.

**Ref. Publications:**

Airbus SB A330-25-3853 original issue dated 17 January 2025.

Airbus SB A330-25-3854 original issue dated 17 January 2025.

Airbus SB A330-25-3877 original issue dated 17 January 2025.

Airbus SB A330-25-3878 original issue dated 17 January 2025.



Airbus SB A330-25-3879 original issue dated 17 January 2025.

Airbus SB A330-25-3880 original issue dated 17 January 2025.

Airbus SB A330-25-3881 original issue dated 17 January 2025.

Airbus SB A330-25-3882 original issue dated 17 January 2025.

Airbus SB A330-25-3883 original issue dated 17 January 2025.

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 24 April 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:airworthiness.A330-A340@airbus.com).

