



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-124

Issued: 08 August 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.

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 S.A.S.

Type/Model designation(s):

A330-941 aeroplanes

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

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Flight Control Primary Computer – Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A330-941 aeroplanes manufacturer serial numbers (MSN) 1819, 1836, 1844, 1850, 1861, 1870, 1876, 1884, 1887, 1890, 1892, 1895, 1897, 1900, 1901, 1903, 1904, 1906, 1908-1910, 1913-1915, 1918, 1920-1927, 1929, 1931, 1933-1935, 1937-1939, 1941, 1943, 1946-1949, 1952-1954, 1956-1959, 1961-1963, 1966, 1967, 1970-1973, 1975, 1976, 1978, 1981, 1983, 1984, 1986-1988, 1990-1997, 1999-2004, 2006, 2009, 2010, 2013, 2014, 2017-2019, 2021, 2024-2026, 2028, 2029, 2031-2035, 2037-2040, 2042, 2044-2059, 2061-2071, 2073-2085, 2087 and 2088.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-27-3250.

Groups: Group 1 aeroplanes are those having Airbus modification (mod) 209467 not embodied.

Group 2 aeroplanes are those having Airbus mod 209467 embodied.



The concurrent requirements: Airbus mod and SB, as applicable to aeroplane group and configuration, as listed in Table 1 of this AD.

Table 1 - Concurrent Requirements

Aeroplane Group	Airbus mod	Airbus SB
1	209023	A330-27-3241
1 and 2	209356 or 209357	A330-22-3338 or A330-22-3334
1 and 2	210166	A330-31-3314
1 and 2	210167	A330-31-3315

Serviceable FCPC: Flight Control Primary Computer (FCPC) standard P17B/M32NEO 2K2, or any later approved Airbus FPCP standard.

Reason:

An occurrence was reported of triple PRIM FAULT at touchdown, leading to loss of Ground Spoilers, Thrust Reversers and Auto-Brake. The flight crew braked the aircraft manually and stopped the aircraft uneventfully.

Relevant investigation determined that the root cause is an undue triggering of the rudder order COM/MON monitoring in the three FCPC.

This condition, if not corrected, could lead to loss of Auto-Brake and Thrust Reverser, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus developed a new FCPC standard, and issued the SB providing instructions for retrofit installation.

For the reasons described above, this AD requires upgrading the FCPC to standard P17B/M32NEO 2K2.

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:

Modification(s):

- (1) For Group 1 and Group 2 aeroplanes: Within 12 months after the effective date of this AD, upgrade each FCPC to standard P17B/M32NEO 2K2 in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: The SB provides instructions for alternative methods to accomplish the modification as required by paragraph (1) of this AD.



Concurrent Requirements:

- (2) For Group 1 and Group 2 aeroplanes: Prior or concurrently with the modification as required by paragraph (1) of this AD, ensure that the aeroplane embodies all the concurrent requirements, as defined in this AD, as applicable (see Notes 2 and 3 of this AD).

Note 2: Review of aeroplane configuration record is acceptable to determine which mod(s) are embodied on that aeroplane. If any of the mod(s) as listed in Table 1 of this AD is not embodied on an aeroplane, the corresponding SB must be embodied on that aeroplane as required by paragraph (2) of this AD.

Note 3: Either Airbus mod 209356 or 209357 (respectively SB A330-22-3338 or SB A330-22-3334) must be embodied on an aeroplane as required by paragraph (2) of this AD, depending on aeroplane configuration.

Part(s) Installation:

- (3) For Group 1 and Group 2 aeroplanes: After the modification of an aeroplane as required by paragraph (1) of this AD, it is allowed to install an FCPC on that aeroplane, provided it is a serviceable FCPC, as defined in this AD.

Ref. Publications:

Airbus SB A330-27-3250 original issue dated 24 April 2025.

Airbus SB A330-22-3338 original issue dated 24 March 2023.

Airbus SB A330-22-3334 original issue dated 13 April 2023 and Revision 01 dated 25 March 2024.

Airbus SB A330-27-3241 original issue dated 12 May 2021.

Airbus SB A330-31-3314 original issue dated 24 April 2025.

Airbus SB A330-31-3315 original issue dated 14 April 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 05 September 2025.
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 – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

