



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 26-101**

**Issued: 07 September 2026**

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):**

A330-841 and A330-941 aeroplanes

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

**TCDS Number(s):** EASA.R.509

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 32 – Landing Gear – Tachometer Wiring Harness – Modification

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A330-841 and 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, 1909, 1910, 1913, 1914, 1915, 1918, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1929, 1931, 1933, 1934, 1935, 1937, 1938, 1939, 1941, 1943, 1946, 1947, 1948, 1949, 1952, 1953, 1954, 1956, 1957, 1958, 1959, 1961, 1962, 1963, 1964, 1966, 1969, 1971, 1972, 1977 and 1979.

**Definitions:**

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

None

**Reason:**

A design review determined that the duplication of the routing of the tachometer wiring harnesses, introduced to address the threat of UERF (Uncontained Engine Rotor Failure), created a vulnerability, while being alongside the blue hydraulic pipe. Following a tire tread separation event,



some debris could damage both tachometers' wiring and the blue hydraulic pipe, possibly leading to loss of Normal and Alternate braking function.

This condition, if not corrected, could lead to inability to stop the aeroplane.

To address this potential unsafe condition, Airbus issued instructions to modify the routing of the tachometer wiring harnesses.

For the reason described above, this AD requires modification of the routing of the of the 2M tachometer wiring harnesses.

#### **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:**

- (1) Within 61 months after the effective date of this AD, modify the aeroplane in accordance with the instructions of Airbus SB A330-32-3306.
- (2) [Reserved].

#### **Ref. Publications:**

Airbus SB A330-32-3306 original issue dated 24 July 2026.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 05 October 2026.
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 – 1IAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

