



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-107

Issued: 17 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 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 A330-841 aeroplanes manufacturer serial numbers (MSN) 1964, 1969, 1977, 1979, 2005, 2016, 2020 and 2112.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-27-3256.

Groups: Group 1 aeroplanes are MSN 1964, 1969, 1977 and 1979 (identified as CONF 001 in the SB).

Group 2 aeroplanes are MSN 2005, 2016 and 2020 (identified as CONF 002 in the SB).

Group 3 [Reserved].

Group 4 aeroplane is MSN 2112 (identified as CONF 004 in the SB).

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



Table 1 - Concurrent Requirements

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

Serviceable FCPC: Flight Control Primary Computer (FCPC) standard P19/M32NEO 2K2, or any later approved Airbus FCPC standard, as applicable.

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.

Additionally, an issue which may initiate some oscillation phenomena in some specific aircraft configurations/attitude, has been characterised and is also addressed by this new FCPC standard embodiment. This condition, if not corrected, could lead to load factor variations that could affect cabin occupants' safety or comfort.

For the reasons described above, this AD requires upgrading the FCPC to standard P19/M32NEO 2K2.

The same potential unsafe condition is addressed by EASA AD 2025-0208 for certain A330-941 aeroplanes. EASA PAD 26-108 has been issued anticipating a similar AD for certain A330-200 aeroplanes.

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, Group 2 and Group 4 aeroplanes: Within 12 months after the effective date of this AD, upgrade each FCPC to standard P19/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 Note 2 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.

Part(s) Installation:

- (3) For Group 1, Group 2 and Group 4 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 A330-27-3256 original issue dated 05 May 2026.

Airbus SB A330-22-3338 original issue dated 24 May 2023 and Revision (Rev.) 01 dated 19 December 2025.

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

Airbus SB A330-31-3314 original issue dated 24 April 2025, Rev. 01 dated 19 June 2025 and Rev. 02 dated 21 November 2025.

Airbus SB A330-31-3315 original issue dated 14 April 2025 and Rev. 01 dated 09 July 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 15 October 2026.
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.

