



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-108

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):

A330-200 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, formerly Airbus Industrie

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243 and A330-243F aeroplanes, all manufacturer serial numbers (MSN) up to 2164 inclusive.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-27-3242 Revision (Rev.) 01.

Groups: Group 1 [Reserved].

Group 2 aeroplanes are those having Airbus modification (mod) 208270 or Airbus SB A330-27-3236 embodied (identified as CONF 002 in the SB).

Group 3 aeroplanes are those having Airbus mod 208270 not embodied and Airbus SB A330-27-3236 not embodied (identified as CONF 003 in the SB).



The concurrent requirements: Airbus 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
2	208270	A330-27-3236
	210166	A330-31-3314
3	206414	A330-27-3222
	210166	A330-31-3314

Serviceable FCPC: Flight Control Primary Computer (FCPC) standard P19/M24A 2K2, or any later approved Airbus FPCP 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, later revised, providing instructions for retrofit installation.

For the reasons described above, this AD requires upgrading the FCPC to standard P19/M24A 2K2.

The same potential unsafe condition is addressed by EASA AD 2025-0208 for certain A330-941 aeroplanes. EASA PAD 26-107 has been issued anticipating a similar AD for certain A330-841 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 2 and Group 3 aeroplanes: Within 12 months after the effective date of this AD, upgrade each FCPC to standard P19/M24A 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 2 and Group 3 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 2 and Group 3 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.

Additional Maintenance Requirements:

- (4) For A330-201, A330-202, A330-203, A330-223 and A330-243 aeroplanes having Airbus mod. 49144 embodied: Following modification of an aeroplane as required by paragraph (1) of this AD, do not accomplish any repair on that aeroplane in accordance with the instructions of Airbus SRM revision earlier than April 2026.
- (5) For A330-223F and A330-243F aeroplanes having Airbus mod. 49144 embodied: Following modification of an aeroplane as required by paragraph (1) of this AD, do not accomplish any repair on that aeroplane in accordance with the instructions of Airbus SRM revision earlier than July 2026.
- (6) For aeroplanes having Airbus mod. 49144 embodied: Before next flight after the modification of an aeroplane as required by paragraph (1) of this AD, for any repair, which is listed in Appendix A of the SB, as applicable, and is embodied on that aeroplane, update the post-repair inspection requirements in accordance with the instructions of the SB.
- (7) If, following the update of the post-repair inspection requirements, as required by paragraph (6) of this AD, it is determined that any post repair inspection threshold has been exceeded on an aeroplane, before next flight, accomplish that post repair inspection on that aeroplane in accordance with the instructions of the SRM at revision as specified in paragraphs (4) or (5) of this AD, as applicable.

Credit:

- (8) Modification of an aeroplane to upgrade each FCPC to standard P19/M24A 2K2, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A330-27-3242 original issue is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.



Ref. Publications:

Airbus SB A330-27-3222 original issue dated 18 February 2017 and Rev. 01 dated 14 January 2019.

Airbus SB A330-27-3236 original issue dated 04 October 2019.

Airbus SB A330-27-3242 original issue dated 05 May 2026 and Rev. 01 dated 12 August 2026.

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

