適航指令發布單
Airworthiness Directive Issuance Form

民航局 AD 編號 AD number	CAA-2020-03-009	發布日期 Date issued	2020/3/12
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A330-941 aeroplanes, all manufacturer serial numbers.		
主旨摘要	Flight Controls – Spoiler Servo Control / Hydraulic Locking Function – Operational Test		

民航局 CAA

☐本國產品 Native products

☐其他個案 Other

設計國民航主管機構 Original Authorities

☐FAA	☐Germany LBA
■EASA	☐CAA-NL
☐Brazil	☐UK CAA
☐Transport Canada Civil Aviation	☐Japan CAB
☐DGAC	☐CAA of Israel
	☐Other_____

設計國 AD 編號 Original AD number	2020-0054

1. 直接採用原 AD 之內容?(Is the original AD directly adopted?)
   ■是(Yes) ☐否(No) _
   a. 生效日期另訂為(Re-specify the effective date as)：_____
   b. 執行時限另訂為(Re-specify the compliance time or period as)：_____
2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?)
   ☐是(Yes) ■否(No)

備註 Note	ATA 27. Ref. Publications: Airbus A330 MRBR Revision 18 dated April 2019 or Revision 19 dated December 2019.

註：
1. AD 內容後附。
2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。
3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail：adcaa@mail.caa.gov.tw

Note：
1. The AD text is enclosed.
2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval.
3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail：adcaa@mail.caa.gov.tw

Airworthiness Directive

AD No.: 2020-0054

Issued: 11 March 2020

Note: This Airworthiness Directive (AD) 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 AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 aeroplanes

Effective Date: 25 March 2020

TCDS Numbers: EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Spoiler Servo Control / Hydraulic Locking Function – Operational Test

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Manufacturer(s):

Airbus

Applicability:

Airbus A330-941 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The MRBR task: Airbus Maintenance Review Board Report (MRBR) task 27.64.00 / 03.

The applicable AMM task: Airbus Aircraft Maintenance Manual (AMM) task 27-64-52-000-801-A (removal of spoiler servo-control (SSC)) or task 27-64-52-400-801-A (installation of SSC), as applicable.

Reason:

During post-flight maintenance checks, it was identified that seven SSC had lost their hydraulic locking function. The results of the subsequent technical investigation accomplished in-shop by the part supplier confirmed the system failure was due to a sheared seal on the blocking valve, ensuring the blocking function of the spoiler. It is suspected that the seal damage may have occurred during accomplishment of a modification to fit a new design of maintenance cover on wing.

This condition, if not detected and corrected, in combination with one engine inoperative at take-off, could result in reduced control of the aeroplane.

Previously, EASA issued AD 2013-0251 to require repetitive operational tests of the hydraulic locking function of the SSC (any series) installed on the blue and yellow hydraulic circuits on A330 and A340 aeroplanes.

Since that AD was issued, Airbus A330-941 aeroplane was certified and it was determined that the repetitive operational tests of the hydraulic locking function of the SSC installed on the blue and yellow hydraulic circuits must also be accomplished on this newly certified aeroplane.

For the reasons described above, this AD requires repetitive operational tests of the hydraulic locking function of the SSC installed on the blue and yellow hydraulic circuits, and, depending on test results, replacement of the SSC.

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

Required as indicated, unless accomplished previously:

Operational Test:

(1) Within 48 months after the aeroplane first flight and, thereafter, at intervals not to exceed 48 months, accomplish an operational test of the hydraulic locking function on each SSC (any type), when fitted on blue or yellow hydraulic circuits. This can be accomplished by using the instructions of the MRBR task.

Corrective Action:

(2) If, during any operational test as required by paragraph (1) of this AD, the hydraulic locking function of an SSC fails the test, before next flight, replace the affected SSC with a serviceable part. This can be accomplished by using the instructions of the applicable AMM task.

Terminating Action:

(3) None.

Ref. Publications:

Airbus A330 MRBR Revision 18 dated April 2019 or Revision 19 dated December 2019.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 20 January 2020 as PAD 20-011 for consultation until 17 February 2020. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – IIAL, E-mail:airworthiness.A330-A340@airbus.com.