



## Airworthiness Directive

**AD No.:** 2019-0138R1  
**[Correction: 09 May 2022]**

**Issued:** 09 May 2022

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 or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS S.A.S.

### Type/Model designation(s):

A330 and A340 aeroplanes

**Effective Date:** Revision 1: 16 May 2022  
 Original issue: 26 June 2019

**TCDS Number(s):** EASA.A.004 and EASA.A.015

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2019-0138 dated 12 June 2019, which superseded EASA AD 2009-0255 dated 01 December 2009.

## ATA 55 – Stabilizers – Elevators – Inspection

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN.

### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A330-55-3039 Revision 01 and SB A340-55-4035 Revision 01, as applicable.

**Affected part:** Left hand (LH) elevator and right hand (RH) elevator having a Part Number (P/N) as listed in Table 1 of this AD.



**Reason:**

Occurrences were reported where, during scheduled maintenance on A340 aeroplanes, an elevator skin panel area was found disbonded. Subsequent investigation revealed that this disbonding was caused by water ingress.

This condition, if not detected and corrected, could affect the structural integrity of an elevator, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued SB A330-55-3032 and SB A340-55-4029 to provide inspection instructions and DGAC France issued AD F-2004-118 (later revised), to require a one-time detailed inspection (DET) of elevator skin panels.

Since DGAC France AD F-2004-118R1 (EASA approval 2004-10125) was issued, new in-service occurrences were reported, leading to additional investigation and the conclusion that a new inspection program of the elevators was necessary. Consequently, Airbus published SB A330-55-3039 and SB A340-55-4035, and EASA issued AD 2009-0255 to require repetitive DET of both affected parts of the aeroplane, with applicable corrective actions.

After that AD was issued, Airbus determined that the inspection method for aeroplanes fitted with elevators post-modification (mod) 56519 needed to be clarified. In addition, it was determined that A330 freighter aeroplanes also need to be inspected. Prompted by this, Airbus published the SB to provide the necessary inspection instructions. Consequently, EASA issued AD 2019-0138, retaining the requirements of EASA AD 2009-0255, which was superseded, requiring the use of the SB, and adding A330 freighter aeroplanes to the Applicability of the AD.

Since that AD was issued, following feedback received from operators, this AD is revised to amend/correct in paragraph (1) the inspection interval for the repetitive DET, to re-align with the interval as previously defined in EASA AD 2009-0255.

This AD is re-published to correct the Issue Date. Revision bars are kept, to highlight changes from the original issue of this AD.

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

Required as indicated, unless accomplished previously:

Table 1 - Affected Parts (with ZZ varying from 00 up to 99 inclusive)

LH Elevator P/N	RH Elevator P/N
F5528000000ZZ, F5528000002ZZ, F5528000004ZZ, F5528000006ZZ, F5528000008ZZ, F5528000012ZZ, F5528000200ZZ, F5528000500ZZ, F55280005002ZZ and F55280005004ZZ	F5528000001ZZ, F5528000003ZZ F5528000005ZZ, F5528000007ZZ, F5528000009ZZ, F5528000013ZZ, F55280002001ZZ, F55280005001ZZ, F55280005003ZZ and F55280005005ZZ

**Inspection(s):**

(1) Within the compliance time specified in Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed 72 months from the date of the elevator first flight after the last



inspection, accomplish a DET of each affected part in accordance with the instructions of the SB.

Table 2 – Initial DET

Aeroplane Condition	Compliance Time
Affected part not inspected per Airbus SB A330-55-3032 or SB A340-55-4029, as applicable	Before exceeding 144 months since first flight of an affected part on an aeroplane, or within 24 months after 15 December 2009 [the effective date of EASA AD 2009-0255], whichever occurs later
Affected part inspected per Airbus SB A330-55-3032 or SB A340-55-4029, as applicable	Within 72 months since first flight after inspection of an affected part per Airbus SB A330-55-3032 or SB A340-55-4029, as applicable, or within 24 months after 15 December 2009 [the effective date of EASA AD 2009-0255], whichever occurs later

#### Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancies are found, before next flight, accomplish a repair in accordance with the instructions of the applicable Airbus Structural Repair Manual, as defined in the SB, or contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.
- (3) Before next flight after each inspection and/or corrective action as required by paragraph (1) or (2) of this AD, as applicable, accomplish a re-protection of the affected part in accordance with the instructions of the SB.

#### Credit:

- (4) Inspection(s) and corrective action(s), accomplished on an aeroplane before 26 June 2019 [the effective date of the original issue of this AD] in accordance with the instructions of the original issue of Airbus SB A330-55-3039 or SB A340-55-4035, as applicable, are acceptable to comply with the initial requirements of paragraphs (1), (2) and (3) of this AD for that aeroplane.

#### Part(s) Installation:

- (5) From 26 June 2019 [the effective date of the original issue of this AD], it is allowed to install on an aeroplane an affected part, provided that, following installation, the elevator is inspected, and, depending on findings, corrected, as required by this AD.
- (6) From 26 June 2019 [the effective date of the original issue of this AD], it is allowed to install on any aeroplane an affected part for which the date of first flight or date of last inspection is unknown, provided that, before installation, the part passes an inspection (no defect detected, or defects corrected, as applicable) in accordance with the instructions of the SB, and that, following installation, the elevator is inspected as required by paragraph (1) of this AD.

#### Terminating Action:

- (7) None.



**Reporting:**

- (8) Within 3 months after each inspection as required by paragraph (1) of this AD, report the inspection results (including no findings) to Airbus.

**Ref. Publications:**

Airbus SB A330-55-3039 original issue dated 07 August 2009, Revision 01 dated 15 February 2019 and Revision 02 dated 13 April 2021.

Airbus SB A340-55-4035 original issue dated 07 August 2009 and Revision 01 dated 15 February 2019.

The use of later approved revisions of the above-mentioned documents 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. The original issue of this AD was posted on 07 March 2019 as PAD 19-034 for consultation until 04 April 2019. Revision 1 of this AD was posted on 04 March 2021 as PAD 21-063 for consultation until 18 May 2021. The Comment Response Documents 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 Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – IIAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

