

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0125 Date: 01 July 2015 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330 and A340 aeroplanes
TCDS Number:	EASA.A.004, EASA.A.015
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2014-0242 dated 05 November 2014.
ATA 34	Navigation – Terrain Awareness Warning System – Power Cycle (Reset)
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, 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), on which Airbus modification 202097 (T3CAS std 1.1) or modification 202849 (T3CAS std 1.2) has been embodied in production or Airbus Service Bulletin (SB) A330-34-3271 or Airbus SB A330-34-3286 or Airbus SB A330-34-3301 have been embodied in-service. Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN on which Airbus SB A340-34-4282 (T3CAS std 1.2) has been embodied in-service.
Reason:	Cases were reported of spurious Terrain Awareness Warning System (TAWS) alerts during approach and take off, with aeroplane fitted with the Terrain and Traffic Collision Avoidance System with Transponder (T3CAS). Investigations on the unit were launched with the manufacturer of the system (ACSS). The results of the laboratory investigation confirmed that an internal frozen Global Positioning System position anomaly occurs when the T3CAS is constantly powered 'ON' for more than 149 hours. The origin for this defect was identified as a counter limitation related to a T3CAS internal software misbehaviour, not self-detected. This condition, if not corrected, could lead to spurious TAWS alerts (Collision Prediction and Alerting (CPA), or missing legitimate CPA), which could increase

	<p>flight crew workload during critical landing or take off phases, possibly resulting in reduced control of the aeroplane.</p> <p>Prompted by these reports, Airbus issued Alert Operators Transmission (AOT) A34L003-13 to provide instructions to accomplish an on ground repetitive power cycle of the T3CAS before exceeding 120 hours of continuous power, and EASA issued AD 2014-0242 to require repetitive on ground power cycles of the T3CAS unit.</p> <p>Since that AD was issued, the AOT A34L003-13 revision 1 has been issued which extend the applicability to A340 aeroplanes modified in-service in accordance with Airbus SB 34-4282 (T3CAS std 1.2 unit installation). It was also identified that AD 2014-0242 does not refer to affected A330 in-service aeroplanes on which SB A330-34-3271 or SB A330-34-3286 or SB A330-34-3301 have been embodied.</p> <p>For the reason described above, this AD retains the same required actions as EASA AD 2014-0242, which is superseded, expands the Applicability of the AD to include post SB A330-34-3271, post SB A330-34-3286 and post SB A330-34-3301 A330 aeroplanes, and post SB A340-34-4282 A340 aeroplanes.</p>						
Effective Date:	15 July 2015						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Restatement of the requirements of EASA AD 2014-0242 (valid for A330 aeroplanes on which Airbus modification 202097 (T3CAS std 1.1) or Airbus modification 202849 (T3CAS std 1.2) has been embodied in production):</p> <p>(1) For A330 aeroplanes equipped with a T3CAS unit having a Part Number (P/N) listed in Table 1 of this AD, within 30 days after 19 November 2014 [the effective date of AD 2014-0242], and, thereafter, at intervals not to exceed 120 hours of continuous power of the T3CAS, accomplish an on ground power cycle of the T3CAS in accordance with the instructions of Airbus AOT A34L003-13 original issue or revision 1.</p> <p style="text-align: center;">Table 1 – Affected T3CAS Units</p> <table border="1"> <thead> <tr> <th>P/N</th><th>Software Standard</th></tr> </thead> <tbody> <tr> <td>9005000-10101</td><td>1.1</td></tr> <tr> <td>9005000-10202</td><td>1.2</td></tr> </tbody> </table> <p>(2) Within 12 months after 19 November 2014 [the effective date of AD 2014-0242], revise the approved aircraft maintenance programme (AMP) and standard practices, on the basis of which the operator or the owner ensures the continued airworthiness of each operated aeroplane, by incorporating the T3CAS on ground power cycle instructions, as specified in Airbus AOT A34L003-13 original issue or revision 1.</p> <p>(3) From 19 November 2014 [the effective date of AD 2014-0242], installation on an aeroplane of a T3CAS unit having a P/N as listed in Table 1 of this AD is acceptable, provided that, following installation, the T3CAS unit is power cycled on a recurrent basis, as required by this AD.</p> <p>New requirements of this AD (valid for A330 aeroplanes on which SB A330-34-3271 or Airbus SB A330-34-3301 or Airbus SB A330-34-3286 have been embodied in-service, and for A340 aeroplanes on which Airbus SB A330-34-4282 has been embodied in-service):</p> <p>(4) For A330 and A340 aeroplanes equipped with a T3CAS unit having a P/N listed in Table 1 of this AD, within 30 days after the effective date of this AD, or within 120 hours of continuous power of the T3CAS after</p>	P/N	Software Standard	9005000-10101	1.1	9005000-10202	1.2
P/N	Software Standard						
9005000-10101	1.1						
9005000-10202	1.2						

	<p>installation of SB A330-34-3271, or SB A330-34-3286, or SB A330-34-3301, or SB A340-34-4282, whichever occurs later, and, thereafter, at intervals not to exceed 120 hours of continuous power of the T3CAS, accomplish an on ground power cycle of the T3CAS in accordance with the instructions of Airbus AOT A34L003-13 revision 1.</p> <p>(5) Within 12 months after the effective date of this AD, or after accomplishment of SB A330-34-3271, or SB A330-34-3286, or SB A330-34-3301, or SB A340-34-4282, whichever occurs later, revise the approved aircraft maintenance programme (AMP) and standard practices, on the basis of which the operator or the owner ensures the continued airworthiness of each operated aeroplane, by incorporating the T3CAS on ground power cycle instructions, as specified in Airbus AOT A34L003-13 revision 1.</p> <p>(6) From the effective date of this AD, installation on an aeroplane of a T3CAS unit having a P/N as listed in Table 1 of this AD is acceptable, provided that, following installation, the T3CAS unit is power cycled on a recurrent basis, as required by this AD.</p> <p>Requirements applicable to all aeroplanes</p> <p>(7) Revising the AMP, as required by paragraph (2) or (5) of this AD, constitutes compliance with the requirements of paragraph (1) or (4) of this AD. After revising the AMP, as required by paragraph (2) or (5) of this AD, it is not necessary that accomplishment of each T3CAS on ground power cycle action is recorded for demonstration of AD compliance on a continued basis.</p> <p>Note: For affected aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (2) or (5) of this AD is required by Commission Regulation (EC) No 1321/2014, Part M.A.301, paragraph 3.</p> <p>(8) Installation on an aeroplane of a version (P/N) of T3CAS approved after 19 November 2014 [the effective date of AD 2014-0242] constitutes terminating action for the recurrent on ground power cycles as required by this AD for that aeroplane, provided the conditions as specified in paragraphs (8.1) and (8.2) of this AD are met.</p> <p>(8.1) The version (P/N) must be approved by EASA, or approved under Airbus DOA; and</p> <p>(8.2) The installation must be accomplished in accordance with aeroplane modification instructions approved by EASA, or approved under Airbus DOA.</p>
Ref. Publications:	<p>Airbus AOT A34L003-13 original issue, dated 25 November 2013 or Revision 1 dated 26 May 2015.</p> <p>Airbus SB A330-34-3271, original issue, dated 10 Jan 2013, or issue 1, dated 03 Jun 2013.</p> <p>Airbus SB A330-34-3286, original issue, dated 15 Mar 2013.</p> <p>Airbus SB A330-34-3301, original issue, dated 26 Apr 2014, or issue 1, dated 25 Nov 2014.</p> <p>Airbus SB A340-34-4282, original issue, dated 14 Apr 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</p>

	<ol style="list-style-type: none">3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS - Airworthiness Office - EIAL E-mail : airworthiness A330-A340@airbus.com.
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