



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-153

Issued: 24 October 2017

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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

Type/Model designation(s):

A330 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Numbers: EASA.A.004

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Flight Control Primary Computer – Modification / Replacement

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), if equipped with Flight Control Primary Computer (FCPC) having software standard P13/M22 (hardware 2K2), P14/M23 (hardware 2K1) or M23 (hardware 2K0), or earlier standard.

Note 1: These software standards correspond, respectively, to Part Number (P/N) LA2K2B100DG0000, P/N LA2K1A100DF0000 and P/N LA2K01500AF0000. All affected aeroplanes should be equipped with this software, as required by EASA [AD 2015-0124R3](#).

Reason:

In 2015, occurrences were reported of multiple Angle of Attack (AOA) blockages. Investigation results indicated the need for AOA monitoring in order to better detect cases of AOA blockage.



This condition, if not corrected, could, under specific circumstances, lead to undue activation of the Alpha protection, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus developed new FCPC software standards for enhanced AOA monitoring and, consequently, EASA issued AD 2015-0124 (later revised) to require these software standard upgrades.

Since EASA AD 2015-0124R3 was issued, it was identified that, for some cases, AOA blockages were not detected by those FCPC software standards. Consequently, new FCPC software standards, as specified in Table 1 of this AD, have been developed (Airbus modification (mod) 206412, mod 206413 and mod 206414) to further improve the detection of AOA blockage. Airbus issued Service Bulletin (SB) A330-27-3222 and SB A330-27-3223 to implement these mods on in-service aeroplanes.

For the reasons described above, this AD requires a software standard upgrade of the three FCPCs, either by modification or replacement.

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

Required as indicated, unless accomplished previously:

Note 2: Airbus SB A330-27-3222 and SB A330-27-3223 are collectively referred to as ‘the applicable SB’ in this AD.

Note 3: For the purpose of this AD, Group 1 aeroplanes are those in pre-mod 206412, pre-mod 206413 or pre-mod 206414 configuration, as applicable. Group 2 aeroplanes are those in post-mod (206412, 206413 or 206414) configuration.

Modification / Replacement:

- (1) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, modify or replace the three FCPCs, by installing software standards as specified in Table 1 of this AD, in accordance with the instructions of the applicable Airbus SB.

Table 1 – Software Standard Updates

Software Standard to be installed	FCPC Hardware Standard(s)	Applicable SB
P15/M24	2K2	SB A330-27-3222
P16/M25	2K1	SB A330-27-3223
M25	2K0	

Aircraft Flight Manual (AFM) Change:

- (2) After modification of an aeroplane as required by paragraph (1) of this AD and after modification of an aeroplane as required by paragraph (1) or (2), as applicable, of EASA AD 2015-0134, the operational procedure ‘AFM Temporary Revision 528 Issue 1.0’, as required by EASA AD 2014-0267-E, is no longer required and can be removed from the AFM of that aeroplane.



Credit:

- (3) An aeroplane modified as required by paragraph (1) of this AD remains compliant with the modification requirements of paragraph (1) of EASA AD 2015-0124 (any revision) for that aeroplane.

Part Installation Prohibition:

- (4) Do not install on an aeroplane any software or hardware of a version earlier than the one listed in Table 1 of this AD, as required by paragraph (4.1) or (4.2) of this AD, as applicable.

(4.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.

(4.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

Airbus SB A330-27-3222 original issue dated 16 February 2017.

Airbus SB A330-27-3223 original issue dated 06 June 2017.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 21 November 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

