



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-088

Issued: 26 June 2018

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 A330-202, A330-203 and A330-243 aeroplanes, all manufacturer serial numbers, if equipped with Flight Control Primary Computer (FCPC) having software standard MRTT3 (hardware 2K2), or earlier software standard.

Note 1: This software standard corresponds to Part Number (P/N) LA2K2B100T30000. All affected aeroplanes should be equipped with this software, as required by EASA AD 2015-0124R3.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-27-3225.

Groups: Group 1 aeroplanes are those in pre-Airbus modification (mod) 206619 configuration.

Group 2 aeroplanes are those in post-mod 206619 configuration.



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 unsafe condition, Airbus developed new FCPC software standard for enhanced AOA monitoring and, consequently, EASA issued AD 2015-0124 (later revised) to require this software standard upgrade on Airbus commercial designation MRTT aeroplanes.

Since EASA AD 2015-0124R3 was issued, it was identified that, for some cases, AOA blockages were not detected by this FCPC software standard. Consequently, a new FCPC software standard (MRTT4, mod 206619) has been developed to further improve the detection of AOA blockage. Airbus issued SB A330-27-3225 to implement this mod on in-service aeroplanes.

For the reasons described above, this AD requires a software standard upgrade, either by modification or replacement of the three FCPCs, and allows removal of the Aircraft Flight Manual (AFM) Temporary Revision (T/R), operational procedure 'AFM T/R 528', as previously required by EASA AD 2014-0267-E, from the applicable AFM.

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

Required as indicated, unless accomplished previously:

Modification / Replacement:

- (1) For Group 1 aeroplanes: Within 9 months after the effective date of this AD, modify or replace the three FCPCs, by installing software standard MRTT4 (hardware standard 2K2), in accordance with the instructions of the SB.

AFM Change:

- (2) After modification of an aeroplane as required by paragraph (1) of this AD **and** having an AOA configuration as identified in Table 1 of this AD, or as identified in paragraph (10) [installation of AOA sensors having a P/N approved after 01 June 2015] of EASA AD 2015-0134, as applicable, the operational procedure 'AFM T/R 528' (any issue), as previously required by EASA AD 2014-0267-E, is no longer necessary and can be removed from the AFM of that aeroplane.

Table 1 – AOA Sensor Installation configurations

AOA Sensor P/N – Captain	AOA Sensor P/N – First Officer	AOA Sensor P/N – Standby
C16291AB or C16291AA	C16291AB or C16291AA	C16291AB or C16291AA, 0861ED or 0861ED2

Note 2: For AOA Sensor P/N C16291AA, a detailed inspection (DET) and a functional heating test of each sensor must be accomplished as required by paragraph (3) of EASA AD 2015-0134.



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 of a version earlier than standard MRTT4 (hardware standard 2K2), 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 A330-27-3225 original issue dated 20 March 2018, or revision 1 dated 26 April 2018.

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

Remarks:

1. This Proposed AD will be closed for consultation on 24 July 2018.
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](#).
4. 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.

