

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-068(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A340 aircraft

Airspeed indication - Airspeed fluctuations in icing conditions (ATA 34)

APPLICABILITY:

This Airworthiness Directive applies to AIRBUS INDUSTRIE A340 aircraft models -211, -212, -213, -311, -312 and -313, all serial numbers.

REASONS:

A330/A340 operators have reported several cases of sudden airspeed indication fluctuations in cruise (CAS, TAS, MACH) experienced in severe icing conditions.

Flight crews must adhere to the new Flight Manual procedure "unreliable airspeed conditions" and "double probe heat failure" in order to minimize airspeed indication fluctuations.

COMPLIANCE:

The following measures are rendered mandatory on the effective date of this Airworthiness Directive:

1. In the event of erroneous airspeed in flight or at take-off, or if the airspeed indication is lost, the flight crew must follow the following procedure:

“ UNRELIABLE AIRSPEED ”

Note : Unreliable airspeed may be caused by a radome destruction or obstructed pitots. If the failure is due to radome destruction, the drag will be increased and therefore N1 must be increased by 3% in cruise or 1.5% in approach.

Switch OFF the AP/FD and A/THR

Maintain flaps/slats in current configuration

Check that speedbrakes are retracted

When airborne, select landing gear up

- With slats extended
Apply MCT thrust and set the pitch attitude to 12°5
- In clean configuration
Apply CLB thrust
 - When below FL100, set the pitch attitude to 10°
 - When above FL100, set the pitch attitude to 5°

Note: Respect Stall warning if in alternate law

When the flight path is stabilized, set the PROBE WINDOW HEAT to ON.

Adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target speed. "

2. In the event of a double pilot probe heat failure, the flight crew must follow the following procedure:

“ DOUBLE PROBE HEAT FAILURE

If icing conditions cannot be avoided :

Switch OFF one of affected ADRs ”

Note : The two procedures of paragraphs 1 and 2 were introduced in the Flight Manual by the manufacturer as per the following revisions quoted herebelow.

Incorporation of these procedures (or any further approved revision) or of this Airworthiness Directive in the Flight Manual with respect to the respective aircraft models corresponding to the Flight Manual and accomplishment by the flight crews allows to ensure conformity with this Airworthiness Directive.

Aircraft Flight Manual A340	Aircraft Model	Revision No.
ENVELOPE	A340-211	14
ENVELOPE	A340-212	10
ENVELOPE	A340-213	07
ENVELOPE	A340-311	14
ENVELOPE	A340-312	10
ENVELOPE	A340-313	08

REF.: Aircraft Flight Manual.

EFFECTIVE DATE : MARCH 03, 2001