


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0202R1</p> <p>Date: 15 April 2010</p> <p>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</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A330 and A340 aeroplanes</p>
<p>TCDS Numbers : EASA.A.004, EASA.A.015</p>	
<p>Foreign AD : Not applicable</p>	
<p>Revision : This AD revises EASA AD 2009-0202-E dated 21 September 2009 (Corrected on 22 September 2009)</p>	
ATA 34	Navigation – Pitot Probe Quick-Disconnect Union – Torque Check
SUPPLEMENT	
<p>Manufacturer(s):</p>	<p>Airbus (formerly AIRBUS INDUSTRIE)</p>
<p>Applicability:</p>	<p>AIRBUS A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers,</p> <p>AIRBUS A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers,</p> <p>if fitted with Goodrich Pitot Probes Part Number (P/N) 0851HL, having serial numbers (s/n) 267328 through 270714 inclusive.</p>
<p>Reason:</p>	<p>Several reports have recently been received of loose pneumatic quick-disconnect unions on Goodrich pitot probes P/N 0851HL. These may be the result of mis-torque of the affected unions at equipment manufacturing level. Investigations are still on-going to determine the root cause(s).</p> <p>This condition, if not corrected, could lead to an air leak, resulting in incorrect total pressure measurement and consequent erroneous Calibrated Airspeed (CAS)/MACH parameters delivered by the Air Data Computer (ADC).</p> <p>As a precautionary measure, this AD requires a torque check of the pneumatic quick-disconnect union on certain Goodrich P/N 0851HL pitot probes and corrective action, depending on findings.</p> <p>This AD has been republished to remove an erroneous reference to Appendix A from the Reason section as no Appendix was attached to this AD.</p> <p>This AD is revised in order to exclude from the torque-check required by paragraph (4) of this AD those pitot probes marked with a red torque check-mark.</p>

Effective Date:	Original issue : 23 September 2009 Revision 1 : 29 April 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated:</p> <ol style="list-style-type: none"> (1) Unless accomplished previously, within 5 days after the effective date of this AD at original issue, perform a torque check of the pneumatic quick-disconnect union of each Goodrich P/N 0851HL pitot probe, identified by s/n in the Applicability section of this AD, and depending on findings, before next flight, apply the associated corrective action in accordance with instructions defined in Airbus All Operators Telex (AOT) A330-34A3235 Revision 01 or AOT A340-34A4241 Revision 01 or AOT A340-34A5074 Revision 01, as applicable to aeroplane model. (2) Within 10 days after accomplishment of the torque check required by paragraph (1) of this AD, report the results, including no findings, to Airbus. (3) Torque check of the pneumatic quick-disconnect union accomplished before the effective date of this AD in accordance with the instructions of Airbus AOT A330-34A3235 at original issue or AOT A340-34A4241 at original issue or AOT A340-34A5074 at original issue, as applicable to aeroplane model, is considered acceptable for compliance with the requirements of paragraph (1) of this AD. (4) After the effective date of this AD at original issue, when a P/N 0851HL pitot probe identified by s/n in the Applicability of this AD is installed on an aeroplane, before next flight after installation, perform the torque-check in accordance with the requirements of paragraph (1) of this AD. (5) Requirements of paragraph (4) of this AD are no longer required if an intact red torque check mark is visible across the interface of the pneumatic quick disconnect union and the union mount.
Ref. Publications:	<p>Airbus AOT A330-34A3235 at original issue or Revision 01. Airbus AOT A340-34A4241 at original issue or Revision 01. Airbus AOT A340-34A5074 at original issue or Revision 01.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested for the original issue of this AD not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research 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 SAS – Airworthiness Office - EAL Fax: +33 5 61 93 45 80. E-mail: airworthiness.A330-A340@airbus.com.