


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0258-E</p> <p>Date: 04 December 2012</p> <p>Note: This Emergency 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 EU 748/2012, Part 21.A.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>	
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:	None
ATA 34	Navigation – Angle Of Attack Probe – Operational Procedure
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>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 (mod.) 201609 or mod. 201610 has been embodied in production <u>or</u> on which Airbus Service Bulletin (SB) A330-34-3255 has been embodied in service.</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 MSN on which Airbus mod. 201609 or mod. 201610 has been embodied in production <u>or</u> on which Airbus SB A340-34-4250 or SB A340-34-5081, as applicable to aeroplane model, has been embodied in service.</p>
Reason:	<p>An A330 aeroplane experienced a blockage of all Angle Of Attack (AOA) probes during climb leading to Autopilot (AP) disconnection and activation of the alpha protection (Alpha Prot) when Mach number increased.</p> <p>Analysis showed that this aeroplane was equipped with AOA probes having conic plates, and it is suspected that these plates might have contributed to the event. Investigations are on-going to determine the root cause of this AOA probes blockage. The AOA conic plates can also be installed on A340 aeroplanes.</p> <p>Note: This AOA conic plate may be installed in production through Airbus mod. 201609 (associated to Thales Avionics AOA probes P/N C16291AA and P/N C16291AB) or mod. 201610 (associated to Goodrich AOA probes</p>

	<p>P/N 0861ED) or in service through SB A330-34-3255 or SB A340-34-4250 or SB A340-34-5081.</p> <p>The blockage of two or three AOA probes at the same angle may cause the Alpha Prot of the normal law to activate.</p> <p>Under normal flight conditions (in normal law), if the Alpha Prot activates and Mach number increases, the flight control laws order a pitch down of the aeroplane that the flight crew may not be able to counteract with a sidestick deflection, even in the full backward position.</p> <p>This condition, if not corrected, could result in reduced control of the aeroplane.</p> <p>To address this condition, Airbus developed a "Blocked AOA probes" emergency procedure included in Airbus AFM A330 Temporary Revision (TR) TR293 issue 1 and Airbus AFM A340 TR294 issue 1.</p> <p>For the reasons described above, this AD requires an amendment of the Airplane Flight Manual (AFM) to ensure that flight crews, in case of AOA probes blockage, apply the applicable emergency procedure.</p> <p>This AD is considered to be an interim measure and further AD action may follow.</p>
Effective Date:	06 December 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>From the effective date of this AD, amend the applicable AFM to incorporate Airbus AFM A330 TR293 issue 1 or Airbus AFM A340 TR294 issue 1 "Blocked AOA probes", as applicable, depending on aeroplane type, and thereafter operate the aeroplane accordingly.</p>
Ref. Publications:	<p>Airbus AFM A330 TR293 issue 1 and Airbus AFM A340 TR294 issue 1, "Blocked AOA probes", both approved on 04 December 2012.</p> <p>Note: a copy of these documents is attached to the record of this AD in the EASA AD publication tool.</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 results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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.