

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0271 Date: 21 December 2012 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.
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].	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330 aeroplanes
TCDS Number:	EASA.A.004
Foreign AD:	Not applicable
Supersedure:	None
ATA 22, 27	Auto Flight / 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 Airbus Service Bulletin (SB) A330-27-3156 has been embodied in service.
Reason:	It has been determined that, when there are significant differences between all airspeed sources, the flight controls of an A330 aeroplane will revert to alternate law, the autopilot (AP) and the auto-thrust (A/THR) automatically disconnect, and the flight director (FD) bars are automatically removed. Further analyses showed that, after such an event, if two airspeed sources become similar while still erroneous, the flight guidance computers will display the FD bars again, and enable the re-engagement of AP and A/THR. However, in some cases, the AP orders may be inappropriate, such as possible abrupt pitch command. To address this unsafe condition, EASA issued AD 2010-0271 to require an amendment of the Airplane Flight Manual to ensure that flight crews apply the appropriate operational procedure. Since that AD was issued, a new Flight Control Primary Computer (FCPC) software standard has been developed for a specific configuration of A330-200 (with commercial designation MRTT) that will inhibit the autopilot engagement under unreliable airspeed conditions. For the reasons described above, this AD requires software standard upgrade of the three FCPCs on A330-200 MRTT, which cancels the operational procedures required by EASA AD 2010-0271 and EASA AD 2009-0012-E.

Effective Date:	04 January 2013
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 10 months after the effective date of this AD, modify or replace the three FCPCs to install software standard MRTT2 on FCPC 2K2 hardware in accordance with the instructions of Airbus SB A330-27-3193. (2) Aeroplanes on which Airbus modification 201654 has been embodied in production or Airbus SB A330-27-3176 (installation of software standard P11A/MM20A), or Airbus SB A330-27-3192 (installation of software standard MRTT2) has been embodied in service, are not affected by the requirements of paragraph (1) of this AD. (3) After modification of an aeroplane in service as required by paragraph (1) of this AD or in production through Airbus modification 201654, the operational procedures as imposed by EASA AD 2009-0012-E and EASA AD 2010-0271 are no longer required for that aeroplane.
Ref. Publications:	Airbus SB A330-27-3176 original issue dated 26 July 2011. Airbus SB A330-27-3193 original issue dated 23 October 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 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.