



AIRBUS

A340

**TEMPORARY REVISION
TR294 issue 1.0
BLOCKED AOA PROBES**

AIRPLANE FLIGHT MANUAL

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A340
AIRPLANE FLIGHT MANUAL

TRANSMITTAL LETTER

Issue date: 04 DEC 12

This is the first issue of the Airplane Flight Manual dated 04 DEC 12 for the A340

No comment

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PRELIMINARY PAGES

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TR294 Issue 1.0
BLOCKED AOA PROBES

Ident.: TDU / APPRO-TR-00014666.0001001 / 04 DEC 12

EASA APPROVED

Criteria: (A340 and (201609 or 201610))

Impacted DU: NONE

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 04 DEC 12

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Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This Temporary Revision is issued to provide the Blocked AOA probes procedure.

Applicable to: All A340 equipped with mod 201609 or 201610.

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00014666.0001001/04 DEC 12

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EASA APPROVED

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Impacted by TR294 Issue 1.0

● If Alpha Prot strip hides the VLS strip in stabilized flight path:

Do not increase speed.

When at or above safe altitude, level off.

Keep one ADR ON.

Turn OFF two ADRs.

*In case of dispatch with one ADR inoperative, switch only one ADR to OFF.***CAUTION** RISK OF UNDUE STALL WARNING

Consider using the Flight Path Vector (FPV).

Recover affected DU by using associated DMC switching.

Do not increase speed nor altitude.

● If the slats remain extended when the flap lever position is set to 0, and the speed is above VFE of CONF 1 -10 kt (VFE of CONF 1 minus 10 kt):

Maintain speed at VFE CONF 1 -10 kt (VFE of CONF 1 minus 10 kt).

Set flaps lever to 1.

Target S speed.

When at or above safe altitude, level off.

Keep one ADR ON.

Turn OFF two ADRs.

*In case of dispatch with one ADR inoperative, switch only one ADR to OFF.***CAUTION** RISK OF UNDUE STALL WARNING

Consider using the Flight Path Vector (FPV).

Recover affected DU by using associated DMC switching.

Do not increase speed nor altitude.

● At any time, if the aircraft goes to an unmanageable pitch down attitude despite a continuous deflection of the sidestick in the full backward position (in case the flight crew missed the above symptoms or delayed the application of one of the above procedures):

Keep one ADR ON.

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EMERGENCY PROCEDURES
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Turn OFF two ADRs.