

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0195</p> <p>Date: 31 August 2009</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>
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].	
Type 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 – Airspeed Pitot Probes – Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<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 serial numbers,</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all serial numbers, and</p> <p>Airbus A340-541, A340-542, A340-642 and A340-643 aeroplanes, all serial numbers,</p> <p>if Thales Part Number (P/N) C16195AA are installed (at any position), or P/N C16195BA pitot probes are installed at positions 1 (Captain) and 3 (Stand by).</p>
Reason:	<p>Occurrences have been reported on A330/340 family aeroplanes of airspeed indication discrepancies while flying at high altitudes in inclement weather conditions. Investigation results indicate that A330/A340 aeroplanes equipped with Thales Avionics pitot probes appear to have a greater susceptibility to adverse environmental conditions than aeroplanes equipped with Goodrich pitot probes.</p> <p>A new Thales Pitot probe P/N C16195BA has been designed which improves A320 aeroplane airspeed indication behaviour in heavy rain conditions. This same pitot probe standard has been made available as optional installation on A330/A340 aeroplanes, and although this has shown an improvement over the previous P/N C16195AA standard, it has not yet demonstrated the same level of robustness to withstand high-altitude ice crystals as the Goodrich P/N 0851HL probe. At this time, no other pitot probes are approved for installation</p>

	<p>on the A330/A340 family of aeroplanes.</p> <p>Airspeed discrepancies may lead in particular to disconnection of the autopilot-and/or auto-thrust functions, and reversion to Flight Control Alternate law. Depending on the prevailing aeroplane altitude and weather environment, this condition could result in increased difficulty for the crew to control the aeroplane.</p> <p>Preliminary results of additional wind tunnel testing conducted with the C16195BA probe during August 2009 are consistent with the qualification data of the probe and have not identified any safety issue regarding the probe behaviour within the icing envelope as defined in the appendix C of Certification Specification (CS) 25. However, for the reasons described above, this AD is a precautionary measure and requires the removal from service of all Thales Avionics P/N C16195AA pitot probes, the replacement of Thales Avionics P/N C16195BA pitot probes at positions 1 (Captain) and 3 (Stand by) with Goodrich P/N 0851HL probes and the installation at position 2 (First Officer) of a Thales Avionics pitot probe P/N C16195BA. This AD is considered to be an interim measure and further AD action cannot be excluded.</p>
Effective Date:	07 September 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Within the next 4 months after the effective date of this AD, accomplish the action of paragraph (1.1) or (1.2), as applicable to aeroplane configuration: <ol style="list-style-type: none"> (1.1) For aeroplanes with Thales Avionics P/N C16195AA pitot probes installed at any position, accomplish the pitot probe replacement actions as defined in paragraphs (1.1.1) and (1.1.2) of this AD: <ol style="list-style-type: none"> (1.1.1) In accordance with the instructions of Airbus SB A330-34-3206 Revision 01, or Airbus SB A340-34-4200 Revision 01, or Airbus SB A340-34-5068, as applicable to aeroplane model. (1.1.2) In accordance with the instructions of Airbus SB A330-34-3231, or Airbus SB A340-34-4238, or Airbus SB A340-34-5071, as applicable to aeroplane model. <p>The resulting configuration of the aeroplane after compliance with both paragraphs (1.1.1) and (1.1.2) of this AD must be that a Thales Avionics P/N C16195BA pitot probe is installed at position 2 and Goodrich P/N 0851HL pitot probes at positions 1 and 3.</p> (1.2) For aeroplanes with Thales Avionics P/N C16195BA pitot probes installed at positions 1 and 3: Remove the P/N C16195BA pitot probes from positions 1 and 3, and install Goodrich P/N 0851HL pitot probes at positions 1 and 3, in accordance with the instructions of Airbus SB A330-34-3231, or Airbus SB A340-34-4238, or Airbus SB A340-34-5071, as applicable to aeroplane model. <p>The resulting configuration of the aeroplane after compliance with paragraph (1.2) of this AD must be that a Thales Avionics P/N C16195BA pitot probe is installed at position 2 and Goodrich P/N 0851HL pitot probes at positions 1 and 3.</p> (2) Replacement of Thales Avionics P/N C16195BA pitot probes at all three positions with Goodrich P/N 0851HL pitot probes in accordance with the instructions of Airbus approved data is an alternative method to comply with the requirements of this AD. (3) After 07 January 2010, do not install a Thales Avionics P/N C16195AA pitot probe at any position on an aeroplane.

	(4) After 07 January 2010, do not install a Thales Avionics P/N C16195BA pitot probe at position 1 or 3 on an aeroplane.
Ref. Publications:	<p>Airbus SB A330-34-3206 Revision 01 dated 12 November 2008.</p> <p>Airbus SB A340-34-4200 Revision 01 dated 12 November 2008.</p> <p>Airbus SB A340-34-5068 original issue dated 01 December 2008.</p> <p>Airbus SB A330-34-3231 original issue dated 12 August 2009.</p> <p>Airbus SB A340-34-4238 original issue dated 12 August 2009.</p> <p>Airbus SB A340-34-5071 original issue dated 12 August 2009.</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 required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments. This AD was posted on 10 August 2009 as PAD 09-099 for consultation until 07 September 2009. No comments were received prior to the issuance of the Final AD. 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 – Airworthiness Office – EAL; E-mail: airworthiness.A330-A340@airbus.com.