


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 11-081</p> <p>Date: 02 August 2011</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A330 and A340-200/-300 aeroplanes
TCDS Number : EASA.A.004 and EASA.A.015	
Foreign AD : Not applicable	
Supersedure : None	
ATA 22, 27	Auto Flight / Flight Controls – Flight Control Primary Computer (FCPC) – Modification / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	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, except those on which Airbus modification 201654 has been embodied in production, and Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers.
Reason:	<p>It has been determined that, when there are significant differences between all airspeed sources, the flight controls of an Airbus A330 or A340 aeroplane will revert to alternate law, the autopilot (AP) and the auto-thrust (A/THR) automatically disconnect, and the Flight Directors (FD) bars are automatically removed.</p> <p>Further analyses have shown 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.</p> <p>In order to prevent such events which may, under specific circumstances, constitute an unsafe condition, EASA issued AD 2010-0271 to require an amendment of the Flight Manual to ensure that flight crews apply the appropriate operational procedure.</p>

	<p>Since that AD was issued, new FCPC software standards have been developed that will inhibit autopilot engagement under unreliable airspeed conditions.</p> <p>This AD requires software standard up-grade of the three FCPCs by either modification or replacement, as follows:</p> <ul style="list-style-type: none">- software standard P11A/M20A on FCPC 2K2 hardware for A330-200/-300 aeroplanes with electrical rudder, through Airbus Service Bulletin (SB) A330-27-3176,- software standard P12A/M21A on FCPC 2K1 hardware and M21A on FCPC 2K0 hardware for A330-200/-300 aeroplanes with mechanical rudder, through Airbus SB A330-27-3177,- software standard L22A on FCPC 2K1 hardware and L22A on FCPC 2K0 hardware for A340-200/-300 aeroplanes with mechanical rudder, through Airbus SB A340-27-4174, and- software standard L21A on FCPC 2K2 hardware for A340-300 aeroplanes with electrical rudder, through Airbus SB A340-27-4162. <p>Embodiment of these FCPC software standards constitutes terminating action for the A330 Airplane Flight Manual (AFM) Temporary Revisions (TR) 149 and A340 AFM TR 150 required by EASA AD 2010-0271.</p> <p>Some of the Airbus SBs listed above may not be available at the expected date of issuance of the Final AD for this subject. It is expected that this AD will be revised when all the related SBs have been published. Due to the time needed for certification of the remaining FCPC software standards and the associated non availability of some SBs, the requirements of EASA AD 2010-0271 will not be cancelled yet.</p>															
Effective Date:	[TBD: 14 days after final AD issue date]															
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 10 months after the effective date of this AD, modify or replace the three FCPCs, as specified in Table 1 of this AD, in accordance with the instructions of Airbus SB A330-27-3176, or SB A330-27-3177, or SB A340-27-4162, or SB A340-27-4174, as applicable to aeroplane type and model.</p> <p style="text-align: center;">Table 1 – Software Standard updates</p> <table><tr><th>Affected aeroplanes</th><th>Software Standard update(s)</th><th>Airbus SB</th></tr><tr><td>A330-200/-300 aeroplanes with electrical rudder</td><td>software standard P11A/M20A on FCPC 2K2 hardware</td><td>SB A330-27-3176</td></tr><tr><td>A330-200/-300 aeroplanes with mechanical rudder</td><td>software standard P12A/M21A on FCPC 2K1 hardware, and software standard M21A on FCPC 2K0 hardware</td><td>SB A330-27-3177 [to be issued]</td></tr><tr><td>A340-200/-300 aeroplanes with mechanical rudder</td><td>software standard L22A on FCPC 2K1 hardware, and software standard L22A on FCPC 2K0 hardware</td><td>SB A340-27-4162 [to be issued]</td></tr><tr><td>A340-300 aeroplanes with electrical rudder</td><td>software standard L21A on FCPC 2K2 hardware</td><td>SB A340-27-4174 [to be issued]</td></tr></table>	Affected aeroplanes	Software Standard update(s)	Airbus SB	A330-200/-300 aeroplanes with electrical rudder	software standard P11A/M20A on FCPC 2K2 hardware	SB A330-27-3176	A330-200/-300 aeroplanes with mechanical rudder	software standard P12A/M21A on FCPC 2K1 hardware, and software standard M21A on FCPC 2K0 hardware	SB A330-27-3177 [to be issued]	A340-200/-300 aeroplanes with mechanical rudder	software standard L22A on FCPC 2K1 hardware, and software standard L22A on FCPC 2K0 hardware	SB A340-27-4162 [to be issued]	A340-300 aeroplanes with electrical rudder	software standard L21A on FCPC 2K2 hardware	SB A340-27-4174 [to be issued]
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Ref. Publications :	<p>Airbus SB A330-27-3176 original issue dated 26 July 2011.</p> <p>Airbus SB A330-27-3177 [to be issued]</p> <p>Airbus SB A340-27-4162 [to be issued]</p> <p>Airbus SB A340-27-4174 [to be issued]</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. This Proposed AD will be closed for consultation on 30 August 2011. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EAL; E-mail: airworthiness.A330-A340@airbus.com