 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2004-167		Distribution: B	Issue date: November 10, 2004	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>		
<p style="text-align: center;">No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</p>					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: UF-2004-167		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A330 and A340 aircraft		
Type certificate(s) No. A.004, 183 TCDS No A.004, 183					
ATA chapter: 31, 34		Subject: Loss of integrated standby instrument system (ISIS)			

1. EFFECTIVITY:

AIRBUS aircraft A330 and A340, all certified models, all serial numbers, fitted with:

- integrated Standby Instrument System (ISIS) PN C16221DB04 installed through modification 47244 in production or AIRBUS Service Bulletin (SB) A330-34-3120 or A340-34-4138 in service,

and not fitted with:

- modification 52423 in production or AIRBUS SB A330-34-3141 or A340-34-4145 or A340-34-5016 in service installing new ISIS standard PN C16221WA01.

2. REASONS:


An A340 operator reported the loss of ISIS followed during the same flight by the loss of all Electronic Instrument System (EIS) Display Units (DU).

The failure mode of ISIS has been identified as a time counter fault after 145 hours of ISIS continuous power supply.

Airworthiness Directive (AD) F-2004-117 mandates the operational procedure to recover lost EIS Display Units, pending a new EIS standard addressing the misbehavior.

Situation where EIS DUs and ISIS are simultaneously unavailable may result in hazardous consequences in certain phases of flight.

The aim of this AD is to prevent the ISIS failure by a periodic on ground reset procedure that clears the time counter.

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3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory from the effective date of this AD:

3.1. At the next opportunity, but not later than three calendar days following the effective date of this AD and without exceeding 5 days from last ISIS reset or aircraft complete power off, perform the reset of ISIS according to the following procedure:

3.1.1. On the panel 742VU, open the INST STBY circuit breaker (11FC, location D64) for more than 5 seconds, then close it,

3.1.2. After some seconds, the INIT page comes into view.

3.2. Repeat the procedure defined in 3.1 at intervals not exceeding five calendar days in order to regularly reset ISIS.

Note: Do not reset ISIS in flight.

A complete electrical shut down of the aircraft is also sufficient to reset ISIS and is an alternative means to the procedure requested by paragraph 3.1 and 3.2.

The installation of ISIS Standard PN C16221WA01 (Modification 52423 embodied in production or AIRBUS SB A330-34-3141 or A340-34-4145 or A340-34-5016 embodied in service) cancels the need for applying the reset procedure defined in paragraph 3.1 and 3.2.

4. **REFERENCE PUBLICATION:**

None.

5. **EFFECTIVE DATE:**

Upon receipt of the emergency AD issued on October 19, 2004.

6. **REMARKS:**

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - EAL - Fax : 33 5 61 93 45 80.

This AD has been the subject of an emergency diffusion on October 19, 2004.

7. **APPROVAL:**

This AD is approved under EASA reference No 2004-10604 dated October 19, 2004.