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|  | AIRWORTHINESS DIRECTIVE No F-2005-150 | Distribution: B | Issue date: September 14, 2005 | Page : 1/2 |
| Direction générale de l'aviation civile France GSAC publication | 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-2005-150 | | |
| Person in charge of airworthiness: AIRBUS SAS | | Type(s): A330 and A340 aircraft | | |
| Type certificate(s) No. EAS.A.004, EASA.A.015 TCDS No EASA.A.004, EASA.A.015 | | | | |
| ATA chapter: 31 | Subject: Indicating/Recording systems - Periodic reset of display units | | | |

1. **EFFECTIVITY:**

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

- Electronic Instrument System 2 (EIS) software L4-1, installed through modification 51153 in production or AIRBUS Service Bulletin (SB) A330-31-3056 or A330-31-3057 or A340-31-5001 in service,
- or
- EIS 2 software L5, installed through modification 51974 in production or AIRBUS SB A330-31-3056 or A330-31-3069 or A340-31-4087 or A340-31-5012 in service.


2. **REASONS:**

An operator reported the simultaneous blanking of three EIS Display Units (DU) on A330 aircraft during flight. These DU's went blank and displayed the message "INVALID DISPLAY UNIT". The DU's were recovered automatically after approximately 40 seconds and the flight was continued normally.

The analysis of Display Management Computer (DMC) data confirmed the 3 DU's had undergone a simultaneous automatic reset followed by a power on selftest. The investigation shows that after a continuous power on of a DU for more than 6 days, an internal timer reaches a limit that provokes an automatic reset.

Situation where both the EIS DU's and standby instruments are simultaneously unavailable may have unsafe consequences in certain phases of flight.

The aim of this Airworthiness Directive (AD) is to prevent automatic reset of several DU's in flight by performing a periodic switching off/switching on procedure whilst the aircraft is on the ground. This procedure will reinitialize the internal timer of all the DU's.

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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

From the effective date of this AD:

- 3.1. At the next opportunity, but not later than two days and without exceeding 4 days from latest DU's reset or aircraft complete power off, perform the switching off/switching on procedure of DU's in accordance with AIRBUS All Operators Telex (AOT) A330-31A3092 or A340-31A4102 or A340-31A5023.
- 3.2. Repeat the procedure defined in 3.1. at intervals not exceeding four calendar days.
- 3.3. A complete electrical shut down of the aircraft is also acceptable to reset the DU's and is an alternative means to the procedure requested by paragraph 3.1. and 3.2.

4. REFERENCE PUBLICATIONS:

AIRBUS All Operator Telex A330-31A3092 dated 01 August 2005.
AIRBUS All Operator Telex A340-31A4102 dated 01 August 2005.
AIRBUS All Operator Telex A340-31A5023 dated 01 August 2005.
(Any later approved revision of these AOTs is acceptable).

5. EFFECTIVE DATE:

Upon receipt of the Emergency diffusion on August 10, 2005.

6. REMARKS:

This AD has been the subject of an emergency AD on August 10, 2005.

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

AIRBUS - Office of Airworthiness - EAL - Fax : 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2005-6144 dated August 10, 2005.