

GSAC/T à/to : Destinataire

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EMERGENCY AIRWORTHINESS DIRECTIVE (CNU) RELEASED BY DIRECTION GENERALE DE L'AVIATION CIVILE (FRANCE).

THIS TEXT IS NOT SENT TO FOREIGN OPERATORS OF AIRCRAFT NOT REGISTERED IN FRANCE. IT IS UP TO THE NATIONAL AUTHORITIES TO FORWARD IT TO THEM ON RECEIPT.

No U2003-373(B) - AIRBUS - A318, A319, A320, A321, A330 and A340 aircraft

SUBJECT: A318, A319, A320, A321, A330 and A340 - TEMPORARY LOSS OF ALL DISPLAY UNITS (ATA 31, 34)

1. EFFECTIVITY:

AIRBUS aircraft A318, A319, A320, A321, A330 and A340 series, all certified models, all serial numbers, that have embodied:

- AIRBUS modification 30068, 31195, 40524, 50161, 50183, 50616 or 51153 in production, or
 - AIRBUS Service Bulletin (SB) A318-31-1193, A320-31-A1198, A330-31-3056, A330-31-3057 or A340-31-5001 in service,
- for the installation of EIS2 (Electronic Instrument System) LCD (Liquid Crystal Display) Display Units.

2. REASONS:

An A320 operator reported the misbehaviour of all EIS2 LCD Display Units in cruise for duration of 3 minutes with a total loss of LCD Display Units for 30 seconds. The autopilot was disconnected as a precaution by the pilot and standby instruments were used. All Display Units were finally recovered and the flight continued normally.

Analysis confirmed that the 3 Display Management Computers have received an erroneous data from one LCD Unit.

A330/A340 aircraft fitted with EIS2 LCD Display Units could also be affected.

AIRBUS issued Operators Information Telex (OIT) and Flight Operations Telex (FOT) SE 999.0114/03/VHR Revision 1, which gives the Master Minimum Equipment List (MMEL) repercussions of this event and operational recommendations to be followed in case of all Display Units failed with INVALID DATA display.

This Airworthiness Directive (AD) mandates the MMEL repercussions given in the OIT/FOT referenced here-above.

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

From the effective date of this AD, the following operational limitations are rendered mandatory for all flights:

"MMEL REPERCUSSIONS:

For aircraft equipped with EIS2 LCD Display Units, and with conventional standby instruments:

- Dispatch with the standby IAS (Indicated Airspeed) indicator inoperative (MMEL 34-21-01) is no longer authorized.
- Dispatch with inoperative standby horizon or inoperative standby altimeter may be authorised provided that the crew maintains VMC conditions during the entire flight and day-light conditions.

For aircraft equipped with EIS2 LCD Display Units, and with the Integrated Standby Instrument System (ISIS):

- Dispatch with the ISIS airspeed function inoperative (MMEL 34-22-01 C) is no longer authorized.
- Dispatch with inoperative ISIS horizon function or inoperative ISIS altitude function may be authorised provided that the crew maintains VMC conditions during the entire flight and day-light conditions.

Reminder: For dispatch with one Display Unit inoperative as per MMEL 34-63-01, it is reminded that the subject Display Unit must be switched-off as per associated MMEL operational procedure."

Note: Incorporation of the MMEL repercussions or a copy of this AD in the Aircraft Operations Manual and strict adherence to MMEL repercussions by the crew are mandatory for compliance with this AD.

REF.: Operators Information Telex and Flight Operations Telex SE 999.0114/03/VHR Revision 1 dated September 19, 2003.

EFFECTIVE DATE: UPON RECEIPT OF THIS AD FROM SEPTEMBER 24, 2003.