

	AIRWORTHINESS DIRECTIVE No F-2001-153 R2		Distribution: B	Issue date: February 04, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC: <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
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.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2001-153 Revision 1		
Person in charge of airworthiness: AIRBUS			Type(s): A340-200/300 aircraft		
Type certificate(s) No. 183 TCDS No 183					
ATA chapter: 27	Subject: Flight controls - Flight control primary computer (FCPC) - MMEL Temporary Revision				

1. EFFECTIVITY:

AIRBUS A340 aircraft, models -211, -212, -213, -311, -312 and -313, all serial numbers, except for aircraft which have received embodiment of AIRBUS:

- modification 48753 in production or AIRBUS Service Bulletin (SB) A340-27-4101 in service (installation of FCPC L16 2K0)
- or,
- modification 48754 in production or SB A340-27-4102 in service (installation of FCPC L16 2K1)
- or,
- modification 51356 in production or SB A340-27-4116 in service (installation of FCPC L16A 2K0)
- or,
- modification 51340 in production or SB A340-27-4117 in service (installation of FCPC L16A 2K1).

Note 1: The Revision 2 of this Airworthiness Directive (AD) does not require any additional work.

2. REASONS:

An analysis by the manufacturer has demonstrated that if the PRIM 1 computer is inoperative, associated with dual loss of the Yellow and Blue hydraulic systems, sudden movement of the elevator may occur during the landing phase when commuting to flare law.

Therefore, the manufacturer has issued a temporary revision of the Master Minimum Equipment List (MMEL). This revision prohibits dispatch of the aircraft with PRIM 1 computer inoperative. This MMEL TR was mandated by original issue of this AD.

The aim of Revision 1 of this AD was to exclude from the applicability aircraft on which AIRBUS modification 48753/SB A340-27-4101 or 48754/SB A340-27-4102 has been embodied. These SBs install FCPC L16 which includes corrective features to lift the prohibition to take off with PRIM 1 computer inoperative.



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Further to anomalies detected in service on FCPC L16, AIRBUS has developed a new FCPC standard L16A.

The aim of this Revision 2 is to exclude from the applicability of this AD aircraft fitted with this new FCPC standard by application of AIRBUS modification 51356/SB A340-27-4116 or 51340/SB A340-27-4117.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

From the effective date of this AD at the original issue:

- introduce the following temporary revisions related to the manufacturer MMEL into the aircraft minimum equipment list (MEL):

SECTION 01: TR No. 01-27/03Z issue 2 approved by the DGAC on March 25, 2002,
SECTION 02: TR No. 02-27/01Z issue 2,

and follow the related instructions.

Note 2: In order to lift the prohibition to take-off with PRIM 1 computer inoperative for aircraft still fitted with FCPC L15, it is highly recommended to install new FCPC standard L16A.

4. REFERENCE PUBLICATIONS:

Révisions temporaires MMEL A340:

- SECTION 01: TR n° 01-27/03Z issue 2
 - SECTION 02: TR n° 02-27/01Z issue 2
- Bulletin Service AIRBUS A340-27-4101
Bulletin Service AIRBUS A340-27-4102
Bulletin Service AIRBUS A340-27-4116
Bulletin Service AIRBUS A340-27-4117

(Any later approved revision of these documents is acceptable).

5. EFFECTIVE DATES:

Original issue : May 12, 2001
Revision 1 : July 06, 2002
Revision 2 : February 14, 2004.

6. REMARK:

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

AIRBUS – Gérard MEUREY – Fax : 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2004-756 dated January 28, 2004.