	AIRWORTHINESS DIRECTIVE No F-2001-154 R2		Distribution: B	Issue date: February 04, 2004	Page : 1/2
	This Airworthiness Directive is published by the DGAC : <input checked="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>	
GSAC publication	<p 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: 2001-154 Revision 1		
Person in charge of airworthiness: AIRBUS			Type(s): A330 aircraft		
Type certificate(s) No. 184 TCDS No 184					
ATA chapter: 27		Subject: Flight controls - Flight controls primary computer (FCPC) - MMEL Temporary Revision			

1. EFFECTIVITY:

AIRBUS A330 aircraft, all certified models, all serial numbers, except for aircraft which have received embodiment of AIRBUS:

- modification 49965 in production or Service Bulletin AIRBUS (SB) A330-27-3098 in service (installation of FCPC P6&M14 2K1)
- or,
- modification 50058 in production or SB A330-27-3097 in service (installation of FCPC M14 2K0)
- or,
- modification 51341 in production or SB A330-27-3111 in service (installation of FCPC P6A&M14A 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 initial issue of this AD.

The aim of Revision 1 of this AD was to exclude from the applicability aircraft on which AIRBUS modification 49965/SB A330-27-3098 or 50058/SB A330-27-3097 has been embodied. These SBs install FCPC P6 or M14 which include corrective features to lift the prohibition to take off with PRIM 1 computer inoperative.

Further to anomalies detected in service and affecting FCPC P6 and M14, AIRBUS has developed new FCPC standards P6A and M14A.

The aim of this Revision 2 is to exclude from the applicability of this AD aircraft fitted with these new FCPC standards by application of AIRBUS modification 51341/SB A330-27-3111.

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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 P5 or M13, it is highly recommended to install new FCPC standards P6A/M14A (only 2K1 hardware configuration available).

4. REFERENCE PUBLICATIONS:

MMEL A330 Temporary Revisions:

- SECTION 01: TR n° 01-27/03Z issue 2
- SECTION 02: TR n° 02-27/01Z issue 2

AIRBUS Service Bulletin A330-27-3097

AIRBUS Service Bulletin A330-27-3098

AIRBUS Service Bulletin A330-27-3111

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

5. EFFECTIVE DATES:

Original issue: May 12, 2001

Revision 1: July 20, 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 2004-757 dated January 28, 2004.