


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2006 - 0196</p> <p>Date: 10 July 2006</p>
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.	
Type Approval Holder's Name : AIRBUS SAS	Type/Model designation(s) : A330 and A340 Aircraft
TCDS Number : EASA A.004, EASA A.015	
Foreign AD : None	
Supersedure : DGAC CN F-2005-166 R1 approved under EASA reference 2005-6378	
ATA 31	Indicating/Recording systems - Periodic reset and Modification of display units
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	<p>AIRBUS aircraft A330 and A340, all certified models, all serial numbers, equipped with:</p> <ul style="list-style-type: none"> - Electronic Instrument System EIS 2 software L4-1 installed through AIRBUS modification 51153 in production or AIRBUS Service Bulletin (SB) A330-31-3056 or A330-31-3057 or A340-31-5001 in service, <p>or,</p> <ul style="list-style-type: none"> - 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. <p>This Airworthiness Directive (AD) is not applicable to aircraft on which AIRBUS modification 53063 has been embodied in production or AIRBUS SB A330-31-3087 or SB A340-31-4100 or SB A340-31-5021 has been embodied in service (installation of EIS 2 standard L6-1).</p>
Reason:	An operator reported the simultaneous blanking of three EIS2 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.

	<p>The analysis of Display Management Computer (DMC) data confirmed the 3 DU's had undergone a simultaneous automatic reset followed by a Power On Self-Test. 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.</p> <p>Situation where both the EIS2 DU's and standby instruments are simultaneously unavailable may have unsafe consequences in certain phases of flight.</p> <p>The aim of the AD F-2005-150 was to prevent automatic reset of several DU's in flight by performing a periodic reset of DUs every four days at the maximum, whilst the aircraft is on the ground.</p> <p>Then, in order to be more robust in the procedure, AD F-2005-166 asked for the flight crew to switch the DUs OFF during parking check-list before leaving the aircraft. Therefore following flight, crew will have to switch them ON ensuring correct reset on a regular basis.</p> <p>The aim of the Revision 1 of AD F-2005-166 was to introduce the references of the temporary revisions of the aircraft flight manual, which covers this operational procedure, and to precise that the conformity with this AD is ensured by application of these AFM TRs by the flight crew.</p> <p>This new AD takes over the operational requirements of the AD F-2005-166 R1 and mandates the terminating action which consists on the installation of EIS 2 standard L6-1.</p>
Effective Date:	17 July 2006
Compliance:	<p><u>Operational procedure:</u></p> <p>From 23 September 2005 (effective date of the AD F-2005-166 at original issue), apply the following operational procedure:</p> <p><i>"At each flight crew change, switch OFF all displays units before completing Parking Check-list."</i></p> <p><u>Note 1:</u> As the flight crew will set all DU's back ON during the next preliminary cockpit preparation, an electrical cut off of more than 5 seconds is thus ensured, preventing automatic reset of DUs.</p> <p><u>Note 2:</u> This operational procedure is covered by the Temporary Revision (TR) of the Aircraft Flight Manual (AFM): A330 AFM TR 4.03.00/26 or A340 AFM TR 4.03.00/37.</p> <p>The incorporation of this AFM TR (or any later approved revision) or insertion of this AD into the aircraft flight manual and application of this procedure by the flight crew allow conformity with this AD to be ensured.</p> <p>This operational procedure has been published in Operations Engineering Bulletin (OEB) 59/1 or OEB 72/1.</p> <p><u>Modification</u></p>

	<p>Not later than 31 December 2007, upgrade the standard of the EIS 2 to standard L6-1 in accordance with instructions defined in AIRBUS SB A330-31-3087 or SB A340-31-4100 or SB A340-31-5021.</p> <p>Note 3 : Installation of EIS2 standard L6-1 through AIRBUS SB A330-31-3087 or SB A340-31-4100 or SB A340-31-5021 cancels:</p> <ul style="list-style-type: none"> - A330 -AFM TR 4.03.00/26 and - A340 AFM TR 4.03.00/37
Ref. Publications:	<p>AIRBUS A330 AFM TR 4.03.00/26 approved by EASA on October 11th, 2005</p> <p>AIRBUS A340 AFM TR 4.03.00/37 approved by EASA on October 11th, 2005</p> <p>or later approved revisions of these AFM TRs or any general AFM revision including this procedure.</p> <p>AIRBUS Service Bulletin A330-31-3087</p> <p>AIRBUS Service Bulletin A340-31-4100</p> <p>AIRBUS Service Bulletin A340-31-5021.</p> <p>or later approved revisions.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-158 for consultation on 23 June 2006 with a comment period until 5 July 2006. No comment was raised during consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – Airworthiness Office - EAL Fax: +33 5 61 93 45 80.