

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008 - 0131</p> <p>Date: 16 July 2008</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name : AIRBUS</p>	<p>Type/Model designation(s) : A330 and A330-300 aircraft</p>	
<p>TCDS Number : EASA A.004, EASA A.015</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<p>ATA 27</p>	<p>Flight Control Primary Computer (FCPC) – FCM Dispatch Restriction</p>	
<p>Manufacturer : AIRBUS (formerly AIRBUS INDUSTRIE)</p>		
<p>Applicability : AIRBUS A330 aircraft, models -201, -202, -203, -223, -243, -301, -302, -303, -311, -322, -323, -341, -342 and -343, all certified models, all serial numbers on which AIRBUS modification 49144 (install rudder fly by wire) has been embodied in production.</p> <p>AIRBUS A340 aircraft, models -311, -312, and -313, all serial numbers on which AIRBUS modification 49144 has been embodied in production.</p>		
<p>Reason:</p>	<p>During a Back-up Control Module (BCM) retrofit campaign in accordance with EASA AD 2006-0313 requirements, some BCM's have been found with gyrometer screws unscrewed.</p> <p>The gyrometer is installed on DELRIN plate by internal screws and the DELRIN plate is installed on BCM casing by external screws.</p> <p>Investigations done by the manufacturer SAGEM have shown that the root cause of these events is a lack of design robustness of the BCM.</p> <p>When the aircraft is in control back up configuration (considered to be an extremely remote case), an oscillation of BCM output order may cause degradation of the BCM piloting laws, potentially leading to erratic motion of the rudder and then to possible impact on the Dutch Roll, which constitutes an unsafe condition.</p> <p>This Airworthiness Directive (AD) aims to prohibit aircraft dispatch with</p>	

	<p>FCPC3 inoperative (from GO IF to NO GO) as an interim solution.</p> <p>Further mandatory action is expected to eliminate the root cause and alleviate the above operational restriction by the introduction of a BCM modification which is under development.</p>
Effective Date:	30 July 2008
Required action(s) and Compliance Time(s):	<p>The following operational limitation is required as indicated from the effective date of this AD:</p> <p><u>Dispatch restriction</u> :</p> <p>Dispatch with the FCPC "PRIM 3" inoperative (item numbered 27-93-01-C) in the associated MMEL) is prohibited.</p> <p><u>Note:</u> This operational limitation is covered by the following Temporary Revision (TR) of the Master Minimum Equipment List (MMEL):</p> <p>A330 TR 01-27/04Z Issue 01 for A330-200/300 aircraft post-mod 49144;</p> <p>A340 TR 01-27/05Z Issue 01 for A340-300 aircraft post-mod 49144.</p> <p>Incorporation of the appropriate MMEL TR or inserting the above dispatch restriction or a copy of this AD into the Aircraft Operation Manual (AOM) and strict adherence to above dispatch restriction by the flight crew is acceptable to comply with the requirements of this AD.</p>
Ref. Publications:	<p>AIRBUS A330 MMEL (FC-27/04Z) Issue 01</p> <p>AIRBUS A340 MMEL (FC-27/05Z) Issue 01</p> <p>Any later accepted revisions to the MMEL TRs or any general MMEL revision including the dispatch restriction is acceptable to comply with the requirements of this AD.</p>
Remarks :	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. The requirements and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</p> <p>3. Inquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu</p> <p>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; E-mail: airworthiness.A330-A340@airbus.com.</p>