

---

## AIRWORTHINESS DIRECTIVE

---

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

---

### Airbus Industrie A330 Series Aeroplanes

**AD/A330/28**

**Flight Control Primary Computer**

**3/2004  
DM**

**Applicability:** All A330 series aeroplanes, all serial numbers, except for aeroplanes which have been modified as follows:

Airbus modification 49965 during production or Airbus Industrie Service Bulletin (SB) A330-27-3098 whilst in service (installation of flight control primary computer (FCPC) software standard P6&M14 2K1), or

Airbus modification 50058 during production or SB A330-27-3097 whilst in service (installation of FCPC software standard M14 2K0), or

Airbus modification 51341 during production or SB A330-27-3111 whilst in service (installation of FCPC software standard P6A&M14A 2K1).

**Requirement:** If not previously accomplished, amend the aircraft minimum equipment list (MEL) in accordance with the following DGAC approved temporary revisions related to the manufacturer MMEL:

SECTION 01: TR No. 01-27/03Z issue 2, and

SECTION 02: TR No. 02-27/01Z issue 2.

*Note 1: The Requirement 1 amendment may be removed from the MEL when new FCPC software standards, as specified in the Applicability Statement, are installed.*

*Note 2: DGAC AD F-2001-154 R2 refers.*

**Compliance:** Within seven days after the effective date of this Directive.

This Airworthiness Directive becomes effective on 11 February 2004.

**Airbus Industrie A330 Series Aeroplanes**

AD/A330/28 (continued)

Background: 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) which prohibits dispatch of the aircraft with PRIM 1 computer inoperative.



James Coyne  
Delegate of the Civil Aviation Safety Authority

5 February 2004