	AIRWORTHINESS DIRECTIVE No F-2004-168 R1	Distribution: B	Issue date: December 21, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<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: F-2004-168 original issue		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A318, A319, A320 and A321 aircraft		
Type certificate(s) No. 180 TCDS No 180				
ATA chapter: 31, 34	Subject: Indicating/Recording systems - Loss of Integrated Standby Instrument System (ISIS)			

1. **EFFECTIVITY:**

AIRBUS A318, A319, A320 and A321 aircraft, all certified models and all serial numbers that have received AIRBUS modification 27620 in production or AIRBUS Service Bulletin (SB) A320-34-1261 in service, and that have not received AIRBUS modification 35536 in production or SB A320-34-1335 in service.

2. **REASONS:**

An A340 operator reported the loss of ISIS followed during the same flight by the loss of all Electronic Instrument System (EIS) Display Units (DU). A318, A319, A320 and A321 aircraft may be fitted with the same design.

The failure mode of ISIS has been identified as a time counter fault after 145 hours of ISIS continuous power supply.

An Airworthiness Directive (AD) mandates the operational procedure to recover lost EIS Display Units, pending a new EIS standard addressing the misbehaviour.

Situation where EIS DUs and ISIS are simultaneously unavailable may result in hazardous consequences in certain phases of flight.


The aim of this AD is to prevent the ISIS failure by a periodic on ground-reset procedure that clears the time counter.

Revision 1 of this AD reduces the scope of effectivity.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory:

- 3.1. At the next opportunity, but not later than three calendar days following the effective date of this AD at original issue, and without exceeding 5 days from the last ISIS reset or aircraft complete power off, perform the reset of ISIS according to the following procedure:

	<p style="text-align: center;">AIRWORTHINESS DIRECTIVE No F-2004-168 R1</p>	<p style="text-align: center;">Distribution: B</p>	<p style="text-align: center;">Issue date: December 21, 2005</p>	<p style="text-align: center;">Page: 2/2</p>
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3.1.1. On the panel 49VU, open the NAV/STBY/HORIZON circuit breaker (5FN, location F12) for more than 5 seconds, then close it,

3.1.2. After some seconds, the INIT page comes into view.

3.2. Repeat the procedure defined in 3.1. at intervals not exceeding five calendar days in order to regularly reset ISIS.

Note: Do not reset ISIS in flight.

A complete electrical shut down of the aircraft is also sufficient to reset ISIS and is an alternative means to the procedure requested by paragraph 3.1. and 3.2.

The application of AIRBUS modification 35536 or SB A320-34-1335 cancels the requirements of above paragraphs 3.1. and 3.2.

4. REFERENCE PUBLICATION:

Nil.

5. EFFECTIVE DATES:

Original issue : Upon receipt of the emergency AD issued on October 20, 2004
Revision 1 : December 31, 2005.

6. REMARKS:

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

AIRBUS SAS - Office of Airworthiness - EAS - Fax : 33 5 61 93 44 51.

7. APPROVAL:

This AD Revision is approved under EASA reference n° 2005-6439 dated December 13, 2005.