

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1997-018-059(B) R3
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A340 aircraft

Disconnect electric power from Electric Motor
 Driven Hydraulic Pump (ATA 29)

1. APPLICABILITY:

AIRBUS A340 aircraft models -211, -212, -213, -311, -312 and -313, all serial numbers.

Aircraft which have received application of these AIRBUS modifications or AIRBUS Service Bulletins (SB) are not concerned by this Airworthiness Directive (AD):

45381 or 45382 (or SB A340-29-4035 or SB A340-29-4038), and
 45387 or 45388 (or SB A340-29-4036 or SB A340-29-4039), and
 45384 or 45385 (or SB A340-29-4037 or SB A340-29-4040).

2. REASONS:

This AD was prompted by new report of an on-ground fire in the wheel well area that could have been caused by deliberate or inadvertent operation of the AC Electric Motor Driven Hydraulic Pump (EHP) used to pressurize the Yellow hydraulic circuit.

Previous AD 96-261-053(B) (cancelled by full application of AD 97-018-059(B)) mandated the requirement to open Circuit Breakers (CB) to electrically isolate the EHPs of the Yellow and Green hydraulic circuit before aircraft departure. For the purpose of ground operations, it was allowed to reset the CB of the Yellow and Green EHP providing that a successful dielectric test had been previously performed on these EHPs.

The actions specified in this AD is intended to prevent a fire that could be caused by deliberate or inadvertent EHPs' operation of any hydraulic circuit - Yellow, Green or Blue - in any aircraft position - in flight or on ground.

The Revision 1 of this AD introduced first alternate means of compliance in order to allow the use of removed EHPs as portable Hydraulic Ground power units (GSE) in accordance with instructions provided by the aircraft manufacturer.

The Revision 2 of this AD introduced a second alternate means of compliance allowing the permanent installation of 1, 2 or 3 EHPs which relieve partially or totally from the requirements of this AD.

The Revision 3 of this AD consists of amendment of the "Applicability" paragraph which limits AIRBUS A340 aircraft models as listed in the paragraph 1.

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3. COMPLIANCE:

3.1. Generals:

Initial compliance, first or second alternate means of compliance can be applied independently on each hydraulic circuit.

3.2. Compliance:

Required as indicated, unless accomplished previously.

To prevent a fire from a failed EHP used to pressurize the Yellow, Green or Blue hydraulic circuit, accomplish the following within 48 hours after receipt of this AD at original issue and not later than the next return to Main Base:

Disconnect and electrically isolate EHPs of the Yellow (Y), Green (G) and Blue (B) hydraulic circuits in accordance with AIRBUS All Operator Telex (AOT) 29-21 Rev. 1.

3.3. Alternate means of compliance:

3.3.1. First alternate means of compliance

3.3.1.1. Instead of § 4.2.1. of AOT 29-21 Rev. 1, remove the three Electrical Hydraulic Pumps (Y) (G) and (B) in accordance with AIRBUS modification 45447 or AIRBUS SB A340-29-4041.

3.3.1.2. Perform actions as per § 4.2.2. and § 4.2.3. of AOT 29-21 Rev. 1 before aircraft dispatch.

Note 1: Closing of the EHP circuit breakers (See § 4.2.2. of AOT 29-21 Rev. 1) is permitted only for temporary on-ground use of the portable hydraulic ground power unit (GSE) P/N 98F12303002000.

Note 2: Operational and maintenance procedures requiring hydraulic circuit pressurization may be performed by using the GSE or as per § 5 of AOT 29-21 Rev. 1.

3.3.2. Second alternate means of compliance

3.3.2.1. Remove the three Electrical Hydraulic Pumps P/Ns 849377 (yellow circuit) (green circuit) and (blue circuit) in accordance with AIRBUS modification 45447 or AIRBUS SB A340-29-4041.

3.3.2.2. Install 1 or 2 or 3 EPHs VICKERS P/N 693335 or ABEX P/N 4205602 in accordance with:

3.3.2.2.1. VICKERS P/N 693335:

AIRBUS modifications 45381 (yellow circuit) or 45387 (green circuit) or 45384 (blue circuit) or AIRBUS SB A340-29-4035 (yellow circuit) or A340-29-4036 (green circuit) or A340-29-4037 (blue circuit).

3.3.2.2.2. ABEX P/N 4205602:

AIRBUS modifications 45382 (yellow circuit) or 45388 (green circuit) or 45385 (blue circuit) or AIRBUS SB A340-29-4038 (yellow circuit) or A340-29-4039 (green circuit) or A340-29-4040 (blue circuit).

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REF.: AIRBUS A340 AOT 29-21 Rev. 1, dated January 08, 1997

AIRBUS Service Bulletin A340-29-4041

AIRBUS Service Bulletin A340-29-4035

AIRBUS Service Bulletin A340-29-4036

AIRBUS Service Bulletin A340-29-4037

AIRBUS Service Bulletin A340-29-4038

AIRBUS Service Bulletin A340-29-4039

AIRBUS Service Bulletin A340-29-4040

(any later approved revision of those SB is acceptable).

| This Revision 3 replaces AD 97-018-059(B) R2 dated June 18, 1997.

EFFECTIVE DATES :

**Original AD : Upon receipt of the telegraphic AD
after JANUARY 09, 1997**

**Revision 1 : Upon receipt of the telegraphic English
AD after FEBRUARY 26, 1997**

Revision 2 : Upon receipt, from JUNE 18, 1997

Revision 3 : MARCH 01, 2003