

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. : 1999-045-111(B) R4
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A340 aircraft

Fuel trim transfer - Inspection of the trim transfer line between frames FR77 and FR86 and associated flight operational procedure (ATA 28)

APPLICABILITY:

AIRBUS INDUSTRIE A340 aircraft, models, -211, -212, -213, -311, -312 et -313 which have not received either AIRBUS INDUSTRIE modifications 47293 nor AIRBUS INDUSTRIE Service Bulletin A340-28-4079.

REASONS:

Cases of fuel leaks have been reported by A340 operators in pressurized area in the vicinity of the aft pressure bulkhead located between frames FR77 and FR86 resulting from pressure build up within the trim transfer line leading to over-angulation of fuel pipes and shroud disconnection.

Fuel leaks may occur in a zone where there is no fire detection/extinction capability.

The Revision 1 released the constraint on inspection threshold and interval.

The Revision 2 modified the compliance time conditions of paragraph 1.1.

The Revision 3 introduced a temporary revision (T/R) of the Aircraft Flight Manual (AFM) as a new flight operational procedure.

This Revision 4 introduces an Alternate Means of Compliance (AMOC) which cancels the repeat inspection and the flight operational procedure.

COMPLIANCE:

In order to ensure fuel system integrity of the trim transfer fuel line and to prevent pressure build up within this trim line, the following measures are rendered mandatory on the effective date of this Airworthiness Directive :

1. Inspection of the trim transfer line

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December 15, 1999

AIRBUS INDUSTRIE
A340 aircraft

1999-045-111(B) R4

- 1.1. Within 1000 flight hours at the latest from the effective date of the original issue of this AD, or within 1000 flight hours from the date of the last inspection accomplished at intervals of 140 flight hours in accordance with paragraph 1.3 of the original issue of this AD, whichever occurs later, perform a detailed visual inspection of the trim transfer fuel line, between frames FR77 and FR86 in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A340-28A4077 Rev. 2.
- 1.2. Depending upon the results the inspection will produce, if necessary, proceed before the next flight with the corrective action in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A340-28A4077 Rev. 2 and the synoptic chart (figure 2) of this Service Bulletin.
- 1.3. Repeat the inspection at intervals not to exceed 1000 flight hours.
- 1.4. Report the inspection to AIRBUS INDUSTRIE whatever the result is.

2. Flight operational procedure.

From the effective date of this revision 3, introduce in AFM the T/R 4.03.00/20 approved by DGAC on July 23, 1999 and perform the relevant procedure.

This procedure replaces the operational procedure addressed by AIRBUS INDUSTRIE OEB 30/1 dated March 1999.

ALTERNATE SOLUTION:

Installation of two additional pressure relief valves on the fuel line in the trim tank in accordance with instructions given in AIRBUS INDUSTRIE Service Bulletin A340-28-4079 constitutes an alternate means of compliance (AMOC) which cancels the repeat inspection and the flight operational procedure (AFM T/R) here above mentioned.

REF. : AIRBUS INDUSTRIE Service Bulletin A340-28A4077 Rev. 2

(or any further approved revision)

AIRBUS INDUSTRIE Service Bulletin A340-28-4079

(or any further approved revision)

AIRBUS INDUSTRIE A340 AFM T/R 4.03.00/20 DGAC approved on July 23, 1999

(or any further approved revision)

This Revision 4 replaces AD 1999-045-111(B) R3 dated September 08, 1999.

EFFECTIVE DATES:

Original AD : Upon receipt from FEBRUARY 10, 1999

Revision 1 : JUNE 26, 1999

Revision 2 : JULY 23, 1999

Revision 3 : SEPTEMBER 18, 1999

Revision 4 : DECEMBER 25, 1999