

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. : 2000-403-153(B) R1
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A340 aircraft

Fuel jettison (ATA 28)

APPLICABILITY :

This Airworthiness Directive (AD) applies to AIRBUS INDUSTRIE A340 aircraft models -211, -212, -213, -311, -312 and -313, all serial numbers.

REASONS :

Further to an A340 engine No. 4 contained failure, engine No. 4 was shut down by the flight crew using the engine fail procedure. As part of this procedure if damage is suspected, the left and right wing inner tank split valves were shut in order to isolate the forward and aft sections of the inner tank.

The flight crew decided then to perform an in-flight turn back and to jettison fuel.

After the jettison was completed, engines No. 2 and No. 3 spooled down and fuel pumps 2 and 3 and standby pumps 2 and 3 low pressure warnings were triggered.

Revision 1 of this AD introduces a new "fuel jettison" procedure put in place by the manufacturer and inserted in the Aircraft Flight Manual through Temporary Revision T/R 4.03.00/24 less restricting than the previous one.

COMPLIANCE :

In order to prevent engine fuel starvation after jettisoning when inner tank split valves are shut, the following measure was rendered mandatory at the effective date of this AD original issue :

- For all flights following receipt of this AD, follow the operational recommendations provided in AIRBUS INDUSTRIE Operator Information Telex/Flight Operations Telex (O.I.T/F.O.T) REF. AI/SE 999.0139/00/BB dated September 08, 2000, paragraph 4, which prohibit to jettison if left or right inner tank split valves are shut.

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From the effective date of Revision 1 of this AD, the following procedure applies by canceling and replacing the operational recommendations quoted hereabove which were valid for all flights upon receipt of this AD at original issue.

"FUEL JETTISON

When close to the landing airfield :

Switch/check L+R INR TK SPLIT off

Note : if jettison is required, it is allowed to switch off L+R INR TK SPLIT even following a fuel Leak. In this case monitor carefully the remaining fuel quantity on FQI.

Check that the T TANK MODE is in AUTO

Switch on the JETTISON ARM and JETTISON ACTIVE pushbuttons

Note : monitor the CG during jettison operation

To stop manually jettison operation

Switch off the JETTISON ARM and JETTISON ACTIVE pushbuttons."

Note : the procedure mentioned hereabove has been introduced into the Flight Manual by T/R No. 4.03.00/24 DGAC approved on January 23, 2001.

Incorporation of this T/R (or any further approved revision), or of this AD into the Flight Crew Operational Manual and subsequent application by the flight crews allow to ensure compliance with this AD.

REF.: AIRBUS INDUSTRIE O.I.T/F.O.T ref. AI/SE 999.0139/00/BB dated September 08, 2000.
Flight Manual

This Revision 1 replaces AD 2000-403-153(B) issued on October 04, 2000.

EFFECTIVE DATES :

Original AD : Upon receipt of the telegraphic AD
from **SEPTEMBER 11, 2000**

Revision 1 : **MARCH 17, 2001**