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|    | <b>AIRWORTHINESS DIRECTIVE</b><br><b>No F-2004-113</b>             |  | Distribution:<br><b>B</b>                           | Issue date:<br><b>August 04, 2004</b><br><i>Correction of November 08, 2006</i>  | Page :<br><b>1/3</b> |
|  | Direction générale de l'aviation civile France<br>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.<br/>         In case of difficulty, reference should be made to the French issue.</i> |                      |
| <b>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.</b> |  |  |   |  |                      |
| Corresponding foreign Airworthiness Directive(s):<br><b>Not applicable</b>   |  |  | Airworthiness Directive(s) replaced:<br><b>None</b> |  |                      |
| Person in charge of airworthiness:<br><b>AIRBUS</b>  |  |  | Type(s):<br><b>A340-200/300 aircraft</b>            |  |                      |
| Type certificate(s) No. <b>EASA.A.015</b><br>TCDS No <b>EASA.A.015</b>   |  |  |   |  |                      |
| ATA chapter:<br><b>57, 28</b>  |  | Subject:<br><b>Wings - Wingbox - Inspection of the jettison valves and modification of mounting holes</b>  |   |  |                      |

**Correction : the corrected lines are marked with the letter "C" in the margin.**

**1. EFFECTIVITY:**

AIRBUS A340 aircraft, models -211, -212, -213, -311, -312 and -313, all serial numbers, equipped with jettison valves PN HTE900169.

Aircraft on which AIRBUS Service Bulletin (SB) A340-57-4086 has been embodied in service at original issue are concerned by this Airworthiness Directive (AD).

Aircraft on which AIRBUS modification 51414 has been embodied in production or on which AIRBUS Service Bulletin (SB) A340-57-4086 Rev 01 has been embodied in service are not concerned by this AD.


**2. REASONS:**

Several fuel leakage cases have been reported in the fuel jettison system located on the wing. These leaks were observed during the refueling operation or during maintenance.

The inspection of the system in question revealed the presence of cracks and, in certain cases, breaks at the jettison valve. The inspection also revealed several partial disconnections of the valve inlet and/or outlet pipe.

The analysis of the data collected has shown that use of maximum tolerances in production, when attaching the jettison valve in the holes of the wingbox bottom skin panel can cause cracks due to static overloading. These cracks can grow under the effect of several fuel pressure loads during refueling operations thus causing the rupture of the valve. This rupture of the valve combined with its unscrewing can lead to partial disconnection of the pipings thus causing a dangerous event.

In order to prevent such a situation, this AD requires the inspection of the jettison valves for cracks detection and the modification of the holes in the wingbox bottom skin panel.

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### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD:

Unless already accomplished,

At latest on December 31<sup>st</sup>, 2007,

**3.1.** Remove the jettison valves PN HTE900169 fitted on aircraft.

**3.2.** Discard the jettison valve if its serial number is one of the following:

- FR092BC to FR099BC (inclusive)
- FR001BD to FR030BD (inclusive)
- FR031BE to FR058BE (inclusive)
- M151VB292

or if it has accumulated more than 8300 Flight Cycles since its first installation on aircraft.

**3.3.** Inspect visually the external surfaces of the jettison valve body in accordance with SB A340-57-4086 Rev 01.

**3.3.1.** If any crack is detected during this visual inspection, discard the jettison valve.

**3.3.2.** If no crack is detected during this visual inspection, do an Eddy Current inspection in accordance with SB A340-57-4086 Rev 01.

**3.3.3.** If any crack is detected during the Eddy Current inspection, discard the jettison valve

**3.3.4.** If no crack is detected during the Eddy Current inspection, the jettison valve can be re-installed on aircraft as per paragraph 3.4 of this AD.

**3.4.** Prior to re-installation of one jettison valve on aircraft, modify the diameters of the 6 attachment holes in the wing bottom skin panel in accordance with instructions given in SB A340-57-4086 Rev 01.

**3.5.** Apply the mandatory actions of paragraphs 3.2 and 3.3 of this AD to any jettison valve PN HTE900169 used as spare unit.


**Note 1:** Requirements of paragraph 3.3 are not applicable to spare units that have not yet been installed on aircraft.

**Note 2:** Whenever a replacement jettison valve PN HTE900169 has to be installed on aircraft, it is the responsibility of the operator to check that mandatory actions of paragraphs 3.2 and 3.3 of this AD have been applied to the valve prior to its installation on aircraft.

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### 4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A340-57-4086 Revision 01  
 (Any further approved Revision is acceptable).

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**5. EFFECTIVE DATE:**

August 14, 2004.

**6. REMARK:**

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

**C** AIRBUS SAS - Office of Airworthiness - Fax : 33 5 61 93 45 80.

**7. APPROVAL:**

This AD is approved under EASA reference No 2004-8054 dated July 27, 2004.