

	AIRWORTHINESS DIRECTIVE No F-2005-030	Distribution: B	Issue date: February 16, 2005	Page : 1/2
Direction générale de l'aviation civile France GSAC	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: None		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A340-500/-600 aircraft		
Type certificate(s) No. A.015 TCDS No A.015				
ATA chapter: 92	Subject: APU feeder route			

1. EFFECTIVITY:

AIRBUS A340 aircraft, models -541 and -642, all serial numbers, except for aircraft on which AIRBUS modification No. 52251 has been embodied in production or modified in-service in accordance with AIRBUS Service Bulletin (SB) A340-92-5010.

2. REASONS:

Further to the accident of a Boeing 747-131 aircraft (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88).

In their letters referenced 04/00/02/07/01-L296, dated March 4th, 2002, and 04/00/02/07/03-L024 dated February 3^d, 2003, the JAA recommended the application of a similar regulation to the National Aviation Authorities (NAA).

Under this regulation, all holders of type certifications for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 3402 kg (7,500 lb) or more, which have received their certifications since January 1st, 1958, are required to conduct a design review against explosion risks.

Modification of the APU feeder route is therefore rendered mandatory by this Airworthiness Directive (AD). Its aim is to increase the distance which separates the APU electrical route from the wall of the center tank between FR40.1 and FR40.4 in order to avoid all risks of contact which could lead to an electric arc and the explosion of the tank.

3. MANDATORY ACTION AND COMPLIANCE TIME:

The following actions are rendered mandatory from the effective date of this AD, unless already accomplished:

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- At latest on December 31st, 2009, modify the APU feeder route between FR40.1 and FR40.4 in accordance with the instructions of SB A340-92-5010.

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4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A340-92-5010
Any later approved revision of this SB is acceptable.

5. EFFECTIVE DATE:

February 26, 2005.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:
AIRBUS SAS - Office of Airworthiness - EAL - Fax: 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2005-1375 dated February 09, 2005.

SUPERSEDED