	AIRWORTHINESS DIRECTIVE No F-2003-360 R1		Distribution: B	Issue date: May 26, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<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: 2003-360 original issue		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A340-200/-300 aircraft		
Type certificate(s) No. 183 TCDS No 183					
ATA chapter: 28	Subject: Fuel - Inspection for correct closure of the low pressure shut-off valve				

1. **EFFECTIVITY:**

AIRBUS A340 models -211, -212, -213, -311, -312 and -313, all serial numbers, fitted with Low Pressure Shut-Off Valve (LPSOV) Part Number (PN) HTE190021 or HTE190026.

2. **REASONS:**

During an unscheduled maintenance engine run up on an A340 aircraft, the Fire Push Button Switch was operated but the engine No. 4 continued to run for approximately 6 minutes while eventually shut down by another method. No ECAM warning was triggered, and the fuel system display indicated a closed position for the LPSOV, while it was found not to be in the fully closed position.

The valve assembly operated correctly after replacement of the fuel shut-off valve, the associated pedestal assembly and the Twin Motor Actuator (TMA).

The investigations carried out by the supplier on the removed components showed that the locating pin of the TMA and the locating slot in the pedestal had been damaged. It was also found that under specific circumstances, due to manufacturing tolerances, it is possible to install the TMA and the pedestal, with an incorrectly aligned locating pin.


This situation, if not corrected and combined with an engine fire, could lead to a potentially critical situation.

The Airworthiness Directive (AD) 2003-239 has been issued to render the following actions mandatory:

- a locating pin inspection to check that length is sufficient, and
- a pedestal inspection for damage.

This new AD:

- repeats the above requirements,
- extends the applicability field to the aircraft which have received the modification 48225 in production, i.e. installation of PN FRH010041 which may to be removed in service and replaced with one of two PN mentioned in paragraph 1.

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Consequently, this AD replaces the AD 2003-239.

This Revision 1 aims to inform operators that AIRBUS aircraft model -642 are not concerned by the requirements of this AD.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from July 19, 2003 [effective date of AD 2003-239]:

Unless already accomplished,

Within 12,000 flight hours or 39 months following the July 19, 2003 [effective date of AD 2003-239], whichever occurs first,

3.1. Remove the affected TMA in accordance with the instructions given in AIRBUS Service Bulletin (SB) A340-28-4098.

3.2. Carry out an inspection of the TMA pedestal and apply any corrective measure if required, in accordance with the instructions given in AIRBUS SB A340-28-4098, paragraph 3.C (2) and the flow chart.

3.3. Measure the distance between the face of the mounting flange and the top of the locating pin, in accordance with the instructions given in AIRBUS SB A340-28-4098 paragraph 3.C (3).

3.3.1. If this distance is higher than 1.08 mm, replace the TMA before next flight.

Note 1: If the new TMA part number (PN) is HTE190021 or PN HTE190026, carry out the inspection defined in § 3.3. again, before the installation.

3.3.2. Should this distance be lower than or equal to 1.08 mm, no further action is then required.

Note 2: AMM procedures have been updated to prevent any incorrect installation of TMA PN HTE190021 or PN HTE190026.

4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A340-28-4098
(Any later approved revision of this SB is acceptable).

5. EFFECTIVE DATES:

Original issue : October 11, 2003

Revision 1 : June 05, 2004

6. REMARK:

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

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-5340 dated May 17, 2004.