	AIRWORTHINESS DIRECTIVE No F-2005-195	Distribution: B	Issue date: December 07, 2005	Page : 1/2
	Direction générale de l'aviation civile France 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. 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: 2002-548 cancelled by its Revision 2		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A330 aircraft		
Type certificate(s) No. EASA.A.004 TCDS No EASA.A.004				
ATA chapter: 28	Subject: Fuel - Fuel leak procedure			

1. **EFFECTIVITY:**

AIRBUS A330-200 and A330-300 aircraft series, all certified models, all serial numbers.

2. **REASONS:**

In August 2001, an A330-200 equipped with ROLLS-ROYCE engines was diverted following an extensive fuel leak. During the diversion, the two engines shut down due to lack of fuel. An emergency landing with all engines off was successfully achieved.

The inquiry revealed that fuel management by the crew directly contributed to the total loss of the fuel.

This event, and the general review of major fuel leaks, not limited to the AIRBUS fleet, has demonstrated that after identification of the leak by the crew, fuel management is a critical factor to limit the consequences on flight safety.


The procedure to be followed by the crew depends on the location of the leak (at the engine, at the fuel tank, or leak not located), and differs greatly according to this location.

This demonstrates the need to include a clear and detailed fuel leak procedure in the flight manual and the need for the crews to be aware of the existence of this procedure so that it can be referred to whenever necessary.

The fuel leak procedure mandated by Airworthiness Directive (AD) 2002-548 R1 has been corrected to remove the requirement for gravity feeding procedure when the leak is not from the engine or not located.

This AD renders mandatory the new fuel leak procedure which requires, when the leak is not confirmed from the engine/pylon or is not located, to isolate the fuel tanks and to stop any fuel transfers in order to find from which location the leak comes from and to take the necessary actions to stop or minimize the leak.

Consequently, this AD replaces the AD 2002-548 R1, which is cancelled.

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3. MANDATORY ACTIONS AND COMPLIANCE TIME:

From the effective date of this AD, the following measures are rendered mandatory:

Insert in the Flight Manual (AFM - Aircraft Flight Manual) of the aircraft, the following Temporary Revision (TR) and apply the associated procedure:

- For A330-200 series aircraft: AFM TR 4.02.00/31
- For A330-300 series aircraft: AFM TR 4.02.00/32

Note: these AFM TR will be incorporated in the next general revision of AFM.

4. REFERENCE PUBLICATIONS:

A330 AFM TR 4.02.00/31 approved by EASA on October 19, 2005
A330 AFM TR 4.02.00/32 approved by EASA on October 19, 2005.

5. EFFECTIVE DATE:

December 17, 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 ou 33 5 61 93 44 51.

7. APPROVAL:

This AD is approved under EASA reference No 2005-6415 dated November 29, 2005.