EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2007-0239 **Date: 03 September 2007**

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.

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A330 and A340 aircraft

TCDS Number: EASA A.004, EASA A.015

Foreign AD : Not applicable

Supersedure : None

ATA 28	**Fuel – Refuel Isolation Valve – Replacement**
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A330 and A340 aircraft, all certified models, all serial numbers except those on which AIRBUS modification 55664 has been embodied in production or AIRBUS Service Bulletin (SB) A330-28-3103 or SB A340-28-4120 or SB A340-28-5044 has been embodied in service. AIRBUS aircraft A330-300 series, all certified models, all serial numbers, on which AIRBUS modification 40176 (optional LH coupling) has been embodied in production or SB A330-28-3018 (optional LH coupling) has been embodied in service, except those on which AIRBUS modification 56148 has been embodied in production or SB A330-28-3103 has been embodied in service.
Reason:	Two A330 operators have reported that the guide shaft of the Refuel Isolation Valve has been broken away from the main casting and entered the fuel tank. The Supplier investigation evidenced that water builds-up in the cavity of the Refuel Isolation Valve and freezes during flight. When refuel pressure is applied to the piston, the ice restricts the piston travel on one side leading to an asymmetric movement of the piston resulting in breakage of the guide shaft. A non-bonded metallic object within the fuel tank can result to a potential ignition source, which in combination with a lightning strike constitutes an unsafe condition. For the reasons described above, this Airworthiness Directive (AD) requires replacement of the affected Refuel Isolation Valve with a more robust valve similar to that designed for the A380.
Effective Date:	17 September 2007

Compliance:	Required as indicated, unless already accomplished: (1) Within 18 000 Flight Hours from the effective date of this AD, - replace the refuel isolation valve(s); and - re-identify the refuel/defuel coupling, installed on aircraft in accordance with the instructions defined in SB A330-28-3103 or SB A340-28-4120 or SB A340-28-5044. (2) Refuel Isolation Valve and Refuel/Defuel Coupling Spare units: From the effective date of this AD, no person shall install neither affected refuel isolation valve unit nor affected refuel/defuel coupling unit, as a replacement part on an aircraft, unless it has been modified in accordance with the instructions defined in SB A330-28-3103 or SB A340-28-4120 or SB A340-28-5044.
Ref. Publications:	AIRBUS Service Bulletin A330-28-3103 at original issue; AIRBUS Service Bulletin A340-28-4120 at original issue; AIRBUS Service Bulletin A340-28-5044 at original issue; or later approved revisions of these documents.
Remarks :	1. If requested and appropriately substantiated, EASA can accept Alternative Method of Compliance for this AD. 2. This AD was posted on 08 August 2007 as PAD 07-138 for consultation until 24 August 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – Airworthiness Office - EAL - E- mail: airworthiness.A330-A340@airbus.com .