EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0046 **Date: 01 March 2013** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A340-500/-600 aeroplanes

TCDS Number:	EASA A.015
Foreign AD:	Not applicable
Supersedure:	None

ATA 28	**Fuel – Low Pressure Shut Off Valve – Operational Check / Replacement / Modification**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.
Reason:	Three cases of inboard Low Pressure Shut Off Valve (LPSOV) drive shaft disconnection have been reported on the A340-500/600 fleet. Two of these events were detected due to fuel restrictions to the associated engines and the third one was detected during scheduled maintenance. The result of the investigations showed that there was friction between the washer and the spirolox retaining ring, which then led to the spirolox retaining ring going out of its locating groove. The outboard engine LPSOV are also affected due to the common design features. This condition, if not detected and corrected, could lead to an LPSOV failure in open position, which would prevent the flight crew from shutting down the fuel flow in case of engine fire, possibly affecting the safety of the aeroplane. To address this condition, Airbus developed 2 modifications (Mod. 202850 and Mod. 53092), which consists in installing an improved LPSOV stepped washer, to be embodied in service with Airbus Service Bulletin (SB) A340-28-5059. For the reasons described above, this AD requires repetitive operational checks on all LPSOVs to detect a fuel leak and, depending on findings, accomplishment of the applicable corrective actions. This AD also requires installation of an improved LPSOV stepped washer.

<table>
<tr><td>Effective Date:</td><td>15 March 2013</td></tr>
<tr><td>Required action(s) and Compliance Time(s):</td><td>
Required as indicated, unless accomplished previously:
(1) Within the compliance time defined in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 5 000 flight hours (FH) or 12 months, whichever occurs first, accomplish an operational check of each LPSOV in accordance with the instructions of Airbus SB A340-28-5056.
Table 1 – Compliance Time
<table>
<tr><th></th><th>Compliance time (whichever occurs later, A or B)</th></tr>
<tr><td>A</td><td>Before accumulation of 5 000 FH or 12 months, whichever occurs first since the aeroplane first flight, or since the last replacement of LPSOV on an aeroplane.</td></tr>
<tr><td>B</td><td>Within 4 months after the effective date of this AD.</td></tr>
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(2) If, during any operational check as required by paragraph (1) of this AD, a fuel leak is detected, before next flight, replace the affected LPSOV with a serviceable part in accordance with the instructions of Airbus SB A340-28-5056.
(3) Replacement of an LPSOV, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive operational checks as required by paragraph (1) of this AD.
(4) Within 48 months after the effective date of this AD, modify the inboard and outboard LPSOVs to embody the improved LPSOV stepped washers in accordance with the instructions of Airbus SB A340-28-5059.
(5) Modification of an aeroplane, as required by paragraph (4) of this AD, constitutes terminating action for the repetitive operational checks as required by paragraph (1) of this AD.
(6) After modification of an aeroplane, as required by paragraph (4) of this AD, during each replacement of an LPSOV on that aeroplane, install the improved LPSOV stepped washer in accordance with the instructions of Airbus SB A340-28-5059.
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<tr><td>Ref. Publications :</td><td>
Airbus SB A340-28-5056 at Original issue, dated 11 October 2012.
Airbus SB A340-28-5059 at Original issue, dated 16 January 2013.
The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
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<tr><td>Remarks :</td><td>
1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 29 January 2013 as PAD 13-023 for consultation until 26 February 2013. The Comment Response Document can be found at http://ad.easa.europa.
3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.
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