


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0047-E</b></p> <p><b>Date: 21 March 2012</b></p> <p>Note: This Emergency 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.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.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].</p>	
<b>Type Approval Holder's Name :</b> AIRBUS	<b>Type/Model designation(s) :</b> A340-500/-600 aeroplanes
<b>TCDS Number :</b>	EASA.A.015
<b>Foreign AD :</b>	Not applicable
<b>Supersedure :</b>	None
<b>ATA 28</b>	<b>Fuel – Fuel Control &amp; Monitoring Computer – Testing</b>
<b>Manufacturer(s):</b>	Airbus (formerly Airbus Industrie)
<b>Applicability:</b>	Airbus A340-500, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.
<b>Reason:</b>	<p>During research into Fuel Quantity Indicating Probe Shield Monitor warnings on another Airbus aeroplane type, it has been identified that a shield monitor wire on A340-500/600 aeroplanes could become open circuit within a fuel tank. This fault is undetected during flight as it is considered by design as Class 3 message (maintenance inspection).</p> <p>This condition, if not detected and corrected, in combination with a lightning strike, could lead to a potential spark gap ignition in the trim tank (wing and fuselage tanks not affected), which could jeopardize the aeroplane's safe flight.</p> <p>For the reasons described above, this Emergency AD requires to interrogate Class 3 CMS (Centralised Maintenance System) fuel system messages via the MCDU (Multi Purpose Control &amp; Display Unit) in order to identify any Hi-Z Shield Open fault(s), within the trim tank only and, if any discrepancy is identified during the test, to apply the applicable corrective actions.</p>
<b>Effective Date:</b>	23 March 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 14 days after the effective date of this AD and thereafter at intervals not to exceed 800 FH, perform a System BITE test of the Fuel Control &amp; Monitoring Computer (FCMC) for the presence of failure message 'Hi-Z 1 SHIELD OPEN' within the trim tank in accordance with the instructions of Airbus All Operator Telex (AOT) A340-500/600-28A5057.</li> <li>(2) In addition to the tests as required by paragraph (1) of this AD, each time a maintenance action is performed within the trim tank, accomplish a System BITE test of the FCMC.</li> </ol> <p>Note: Accomplishment of a System BITE test of the FCMC in accordance with paragraph (2) of this AD does not substitute the accomplishment of a System BITE test of the FCMC in accordance with paragraph (1) of this AD.</p> <ol style="list-style-type: none"> <li>(3) If, during any of the tests as required by paragraph (1) or (2) of this AD, as applicable, a message 'Hi-Z 1 SHIELD OPEN' within the trim tank is present, before next flight, perform the corrective action as specified in paragraph (3.1) or (3.2) of this AD, in accordance with the instructions of Airbus AOT A340-500/600-28A5057:             <ol style="list-style-type: none"> <li>(3.1) Correct the fault linked to the Class 3 message and reapply the requirements of paragraph (1) of this AD with no message 'Hi-Z 1 SHIELD OPEN' within the trim tank.</li> <li>(3.2) Contact Airbus to obtain a temporary solution through an approved Technical Adaptation and accomplish those instructions accordingly (disconnection of the relevant Hi-Z Shield Monitor wire from the applicable Fuel Data Concentrator).</li> </ol> </li> <li>(4) Accomplishment of the actions as required by paragraphs (3.1) or (3.2) of this AD does not constitute terminating action for the repetitive System BITE tests as required by paragraphs (1) or (2) of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>Airbus All Operator Telex A340-500/600-28A5057 dated 12 March 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office – EIAL. Fax: + 33 5 61 93 45 80 or + 33 5 61 93 44 51. E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>