



CIVIL AVIATION AUTHORITY
CZECH REPUBLIC
Airworthiness Division

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AIRWORTHINESS DIRECTIVE

Number: CAA-AD-T-075/2004

Date of issue: August 02, 2004

AIRBUS SAS
A310

AIRCRAFT - FUEL SYSTEM - INSPECTION

Applicability: AIRBUS A310 aircraft, all certified models, all serial numbers, except for aircraft which have received embodiment of AIRBUS Service Bulletin (SB) A310-28-2152.

Effective date: Upon receipt.

Compliance: Required as indicated F-2004-125.

Remarks: The compliance of this AD must be recorded in Aircraft Logbook, where applicable the requirements of this AD must be integrated into Aircraft Technical Documentation. Address inquiries concerning this AD to: Civil Aviation Authority, Airworthiness Division, Ruzyně Airport, 160 08 Prague 6, Czech Republic, tel.: 420 233320922, fax: 420 220562270. This AD has been issued in accordance with F-2004-125, which is approved under EASA reference No. 2004-7522.

Ing. Pavel MATOUŠEK
Director

DGAC AD No.: F-2004-125

July 21, 2004

**AIRBUS SAS
A310 aircraft**

Type certificate(s) No.: 72
TCDS No.: 145
ATA chapter: 28

This AD is published by the DGAC on behalf of EASA, the Primary Airworthiness Authority for the affected product.

Fuel system - Prevention against explosion risks - Inspection of clearance between the compensator on probe No. 1 and the guide assembly

1. EFFECTIVITY:

AIRBUS A310 aircraft, all certified models, all serial numbers, except for aircraft which have received embodiment of AIRBUS Service Bulletin (SB) A310-28-2152.

2. REASONS:

Further to the accident of a Boeing 747-131 aircraft (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88).

In their letters referenced 04/00/02/07/01-L296, dated March 4th, 2002, and 04/00/02/07/03-L024 dated February 3rd, 2003, the JAA recommended the application of a similar regulation to the National Aviation Authorities (NAA).

Under this regulation, all holders of type certifications for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 3 402 kg (7,500 lb) or more, which have received their certifications since January 1st, 1958, are required to conduct a design review against explosion risks.

The inspection of clearance between the compensator on probe No. 1 and the guide assembly rendered mandatory by this Airworthiness Directive (AD) is a consequence of this design review.

3. MANDATORY ACTION AND COMPLIANCE TIMES:

Prior to accumulation of 4,000 flight hours from the effective date of this AD, unless already accomplished, check and correct if required the clearance between the compensator on probe No. 1 and the guide assembly of the LH and RH wing outboard fuel tank, in accordance with the instructions defined in SB A310-28-2152.

Note: During any removal of a fuel probe No. 1, and if the modification defined in SB A310-28-2152 has not yet been applied, the operator must check that the requirements of this AD are met.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletin A310-28-2152
(Any later approved revision of this SB is acceptable).

5. EFFECTIVE DATE:

July 31, 2004.

6. REMARK:

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

AIRBUS SAS - Hubert Angelier - Fax: 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2004-7522 dated July 13, 2004.