	AIRWORTHINESS DIRECTIVE No F-2005-165	Distribution: B	Issue date: September 28, 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: 2003-119 cancelled by its Revision 1		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A318, A319, A320 and A321 aircraft		
Type certificate(s) No. 180 TCDS No 180				
ATA chapter: 28	Subject: Fuel leak procedure			

1. **EFFECTIVITY:**

AIRBUS A318, A319, A320 and A321 aircraft, all certified models, all manufactured serial numbers.

2. **REASONS:**

In August 2001, an AIRBUS A330-200 aircraft 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.

This Airworthiness Directive (AD) replaces AD 2003-119 which is cancelled.

The fuel leak procedure mandated by AD 2003-119 has been corrected to remove the requirement for the gravity feeding procedure.

This AD renders mandatory the new fuel leak procedure which requires to isolate the fuel tanks and to stop any fuel transfers in order to find from which location the leak comes from.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**


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

3.1. **For A320 aircraft that have not received AIRBUS 20024 modification:**

Insert in the flight manual (AFM - Aircraft Flight Manual) of the aircraft the Temporary Revision (TR) of the AFM A318/319/320/321, AFM TR No 4.02.00/28.

The crew is required to strictly follow this procedure.

Note 1: This AFM TR will be incorporated in the next general revision of AFM.

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3.2. For A318, A319, A320 aircraft that have received AIRBUS 20024 modification:

Insert in the flight manual (AFM - Aircraft Flight Manual) of the aircraft the temporary revision (TR) of the AFM A318/319/320/321, AFM TR No 4.02.00/29.
The crew is required to strictly follow this procedure.

Note 2: This AFM TR will be incorporated in the next general revision of AFM.

3.3. For A321 aircraft:

Insert in the flight manual (AFM- Aircraft Flight Manual) of the aircraft the Temporary Revision (TR) of the AFM A318/319/320/321, AFM TR No 4.02.00/30.
The crew is required to strictly follow this procedure.

Note 3: This AFM TR will be incorporated in the next general revision of AFM.

4. REFERENCE PUBLICATIONS:

A318/319/320/321 AFM TR No 4.02.00/28 approved by EASA on May 19, 2005
A318/319/320/321 AFM TR No 4.02.00/29 approved by EASA on May 19, 2005
A318/319/320/321 AFM TR No 4.02.00/30 approved by EASA on May 19, 2005
(Any later approved revision of these documents is acceptable).

5. EFFECTIVE DATE:

October 08, 2005.

6. REMARK:

For questions concerning the technical content of the requirements of this AD, contact:

AIRBUS SAS - Office of Airworthiness - EAS - Fax: 33 5 61 93 44 51.

7. APPROVAL:

This AD is approved under EASA reference No 2005-6253 dated September 20, 2005.