



CIVIL AVIATION AUTHORITY
CZECH REPUBLIC
Airworthiness Division

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AIRWORTHINESS DIRECTIVE

Number: CAA-AD-073/2003R1

Replaces CAA-AD-073/2003

Date of issue: November 26, 2003

AIRBUS

A300, A310, A300-600, A300-600ST

BELUGA

AIRCRAFT - FUEL LEAK PROCEDURE (ATA 28) - AFM

Applicability: AIRBUS A300, A310, A300-600 aircraft all certified model and all serial numbers and A300-600ST BELUGA aircraft all serial numbers.

Effective date: December 01, 2003

Compliance: Required as indicated DGAC AD 2003-319(B) R1.

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 2 33320922, fax: 420 2 20562270.

Ing. Pavel MATOUŠEK
Director

DGAC AD No.: 2003-319(B) R1

AIRBUS

A300, A310, A300-600 and A300-600ST BELUGA aircraft

AFM - Fuel leak procedure (ATA 28)

1. APPLICABILITY:

AIRBUS A300, A310, A300-600 aircraft all certified model and all serial numbers and A300-600ST BELUGA aircraft all serial numbers.

2. REASONS:

The aim of this Airworthiness Directive (AD) is to oblige the crew to follow the requirements of the "fuel leak procedure" of the Aircraft Flight Manual (AFM) at the last effective issue, for the following reasons.

In august 2001, an AIRBUS A330 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 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.

The procedure to be followed by the crew depends on the location of the leak (at the engine, at the fuel tank, or leak not located), and differs greatly according to this location.

This demonstrated the need to include a clear and detailed fuel leak procedure in the AFM's of A300 aircraft family so that it can be referred to whenever necessary.

Revision 1 of this AD adds the AFM revision numbers applicable to aircraft that are not registered in France.

3. MANDATORY ACTION AND COMPLIANCE TIME:

For French registered aircraft:

From the effective date of this AD at original issue, the applicable "fuel leak" procedure is the one introduced in the AFM revisions listed in the table below.

The operators must make sure of introduction of applicable "fuel leak" procedure in the AFM. The crews must follow this procedure.

| A300 aircraft | | A310 aircraft | | A300-600 aircraft | |
|---------------|---------------------|---------------|---------------------|-------------------|---------------------|
| Model | AFM revision number | Model | AFM revision number | Model | AFM revision number |
| A300 B2-1C | 28 | A31 0-203 | 25 | A300 B4-620 | 12 |
| A300 B4-2C | 33 | A310-221 | 23 | A300 C4-620 | 13 |
| A300 B2K-3C | 23 | A31 0-222 | 20 | A300 B4-601 | 11 |
| A300 B2-203 | 19 | A310-322 | 14 | A300 B4-603 | 10 |
| A300B4-103 | 21 | A310-304 | 14 | A300 B4-605R | 8 |
| A300 B4-203 | 27 | A310-204 | 12 | A300 B4-622 | 8 |
| A300 B4-120 | 18 | A310-222-100 | 12 | A300 B4-622R | 8 |
| A300 B4-220 | 12 | A310-324 | 11 | A300 F4-605R | 6 |
| A300 C4-203 | 18 | A310-308 | 9 | A300 C4-605R-F | 5 |

| | | | | | |
|-------------|---|----------|---|--------------|---|
| A300 F4-203 | 7 | A310-325 | 8 | A300 F4-622R | 6 |
|-------------|---|----------|---|--------------|---|

| A300-600ST aircraft | |
|----------------------------|---------------------|
| Model as designated on AFM | AFM revision number |
| A300 B4-608R | 7 |

For the aircraft that are not French registered:

From the effective date of this AD at Revision 1, it is the responsibility of operators of aircraft which are not French registered to make sure from the manufacturer that their AFM is at a revision number equal or higher than the one which introduces the fuel leak procedure.

The crews must follow this procedure.

REF.: Aircraft Flight Manuals at here above listed revisions
Any later approved revision is acceptable.

This Revision 1 replaces original AD 2003-319(B) dated August 20, 2003.

EFFECTIVE DATES:

Original issue: AUGUST 30, 2003

Revision 1: NOVEMBER 08, 2003