
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Airbus Industrie A319, A320 and A321 Series Aeroplanes**AD/A320/161****Fuel System - Air Release Valve (ARV)****10/2004**

Applicability: AIRBUS A319, A320 and A321 aircraft that are equipped with Air Release Valve (ARV) FR-HITEMP Part Number (PN) 9813365, 9813395 or 9813445.

Aircraft on which no replacement of the ARV has been performed since embodiment of AIRBUS modification 26102 in production or AIRBUS Service Bulletin (SB) A320-28-1123 in service are not affected by the requirements of this Directive.

Note 1: FR-HITEMP was previously known as "FLIGHT REFUELLING".

Requirement: Modify the ARV PN 9813365, 9813395 or 9813445 in accordance with the instructions given in AIRBUS SB A320-28-1123 or later revisions approved by the French DGAC.

Note 2: For modification of the ARV PN 9813365, compliance with SB A320-28-1002 is required.

Note 3: DGAC AD F-2004-120 (EASA approval No 2004-7519) refers.

Compliance: Before 30 June 2007.

This Airworthiness Directive becomes effective on 30 September 2004.

Background: One operator has reported an engine shut down in fuel gravity mode. Analysis has shown that the float of the ARV PN 9813365, 9813395 or 9813445 absorbs fuel and will no longer float, and consequently will fail to function as required. In the case where the engines are in gravity mode, there could be enough air ingested through the ARV to allow the engine to shut down. This Directive mandates the requirement to replace the ARV with one that incorporates an improved type of float.



Gary J Carr
Delegate of the Civil Aviation Safety Authority

19 August 2004