AIRBUS DEFENCE & SPACE	**Memo Nº: TAO-F0-SP-15-0012** **Issue:** B **Date:** 04/02/2016
Subject: EXTENSIBLE LOCKING TOOLS FOR VENT VALVES IN RIB 23 OF MRTT	

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1. OBJECTIVE

The purpose of this document is to describe the tool required to hold the fuel vent valves, located in wing inner/outer tank, in their closed position.

It will be used during outer tank leak tests and vent lines leak tests.

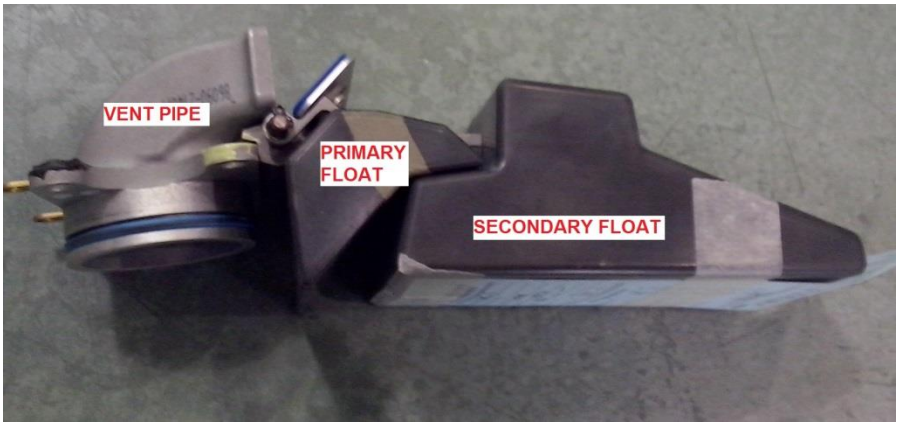

Figure 1. Vent valve

2. PRODUCT REQUIREMENTS

1. The tool will make sure that the vent pipe is fully closed by means of the valves:

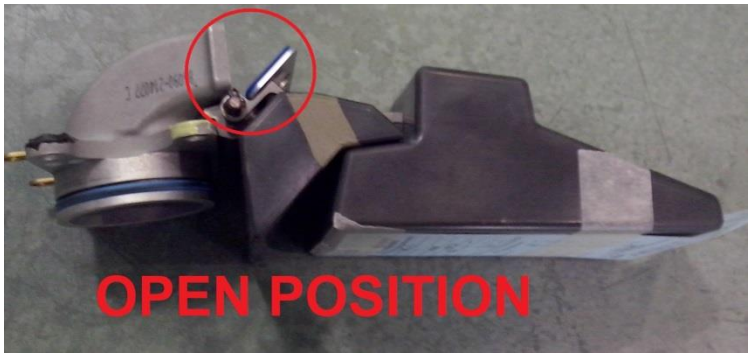

Figure 2. Vent valve in open position

Figure 3. Vent valve in closed position

2. To achieve this fully closed position we need to push up the primary float with the extensible locking tool.

3. The extensible locking tool will be place between the spar and the valve:

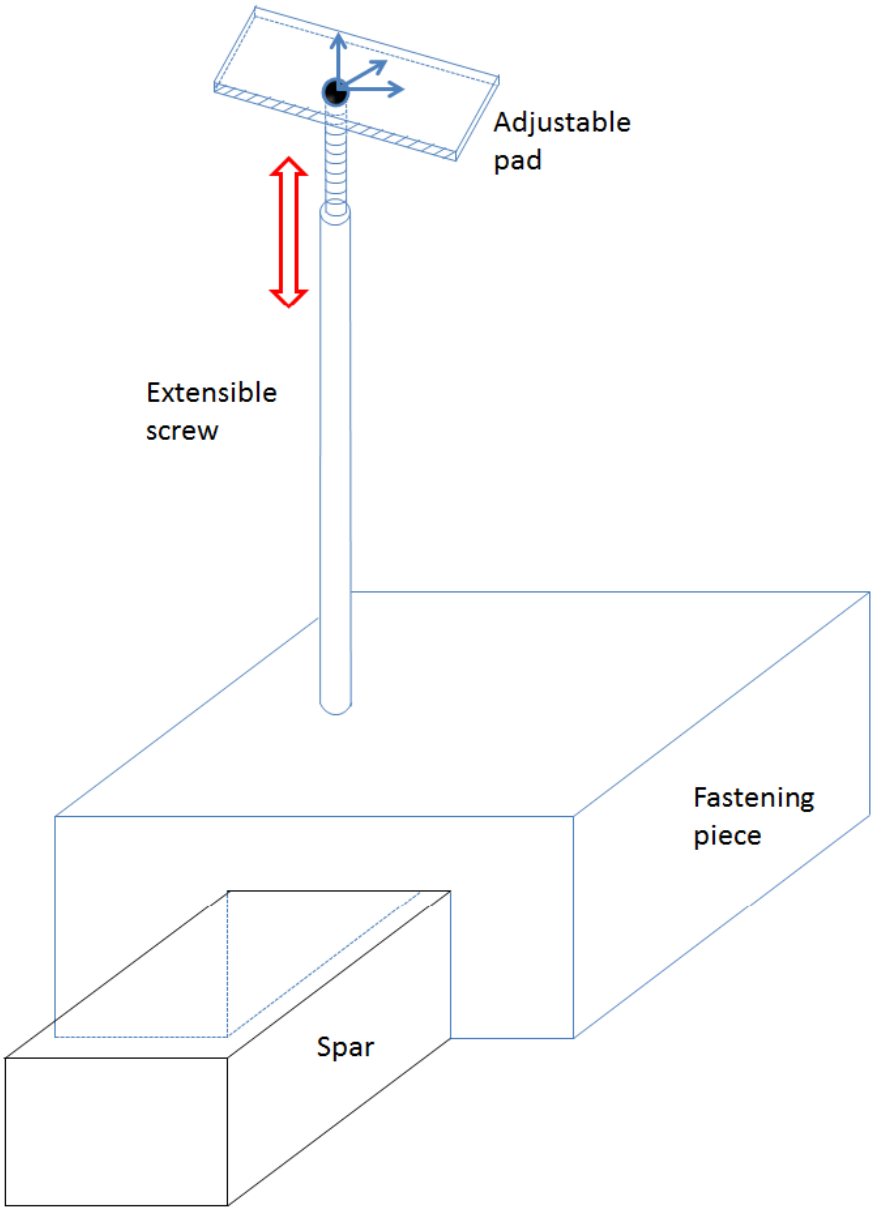

Figure 4. Example of locking tool

4. Once the tool is placed, you must turn the extensible screw to make sure the end of the vent pipe is fully closed with the primary float by means of the adjustable pad, and make sure the lower fastening piece is fitted to the spar with the screws.

5. There are two float valves installed at both sides of Rib 23. The zone where the valves are installed is different in each case. So it is necessary one tool for each float valve with different measurements.

6. The parts of both extensible locking tool are described as follows:

- Extensible locking tool 1

i. Aluminium extensible piece:

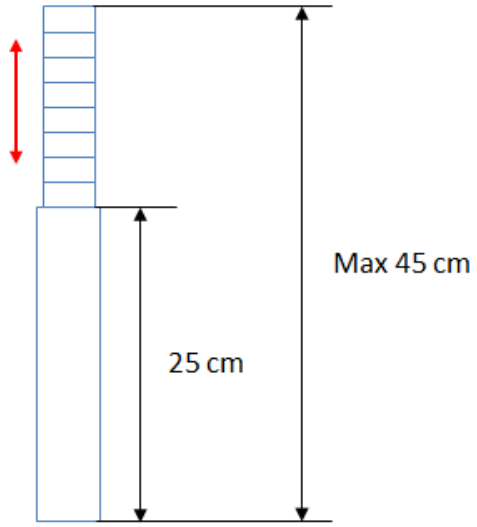

Figure 5. Extensible piece

ii. Adjustable pad in the three axis:

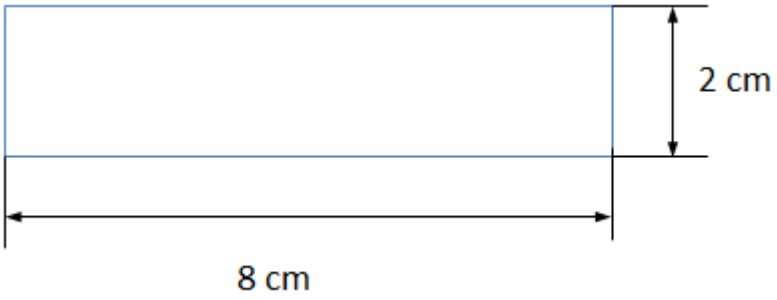

Figure 6. Adjustable pad

iii. Fastening piece with a guide rail where the "extensible piece" can move (see Figure 7).

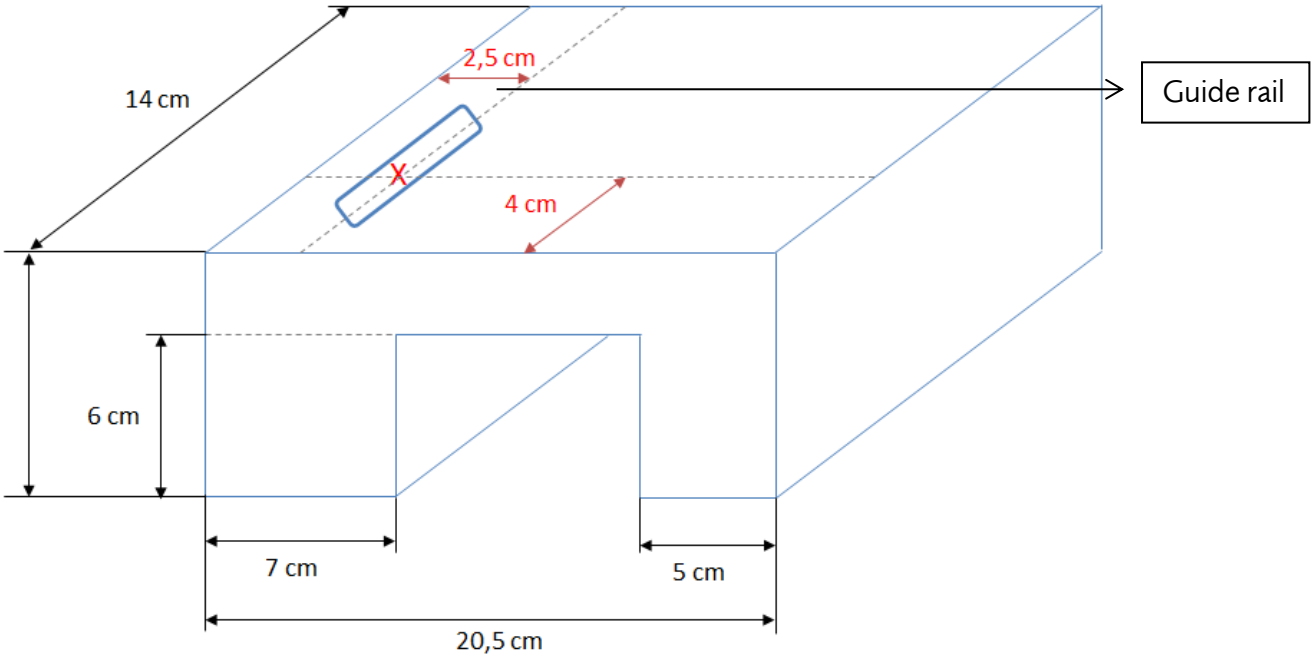

Figure 7. Fastening piece (tool 1)

- <u>Extensible locking tool 2</u>

  i. Aluminium extensible piece (the same as Extensible locking tool 1)
  ii. Adjustable pad in the three axis (the same as Extensible locking tool 1)
  iii. Fastening piece with a guide rail where the "extensible piece" can move.

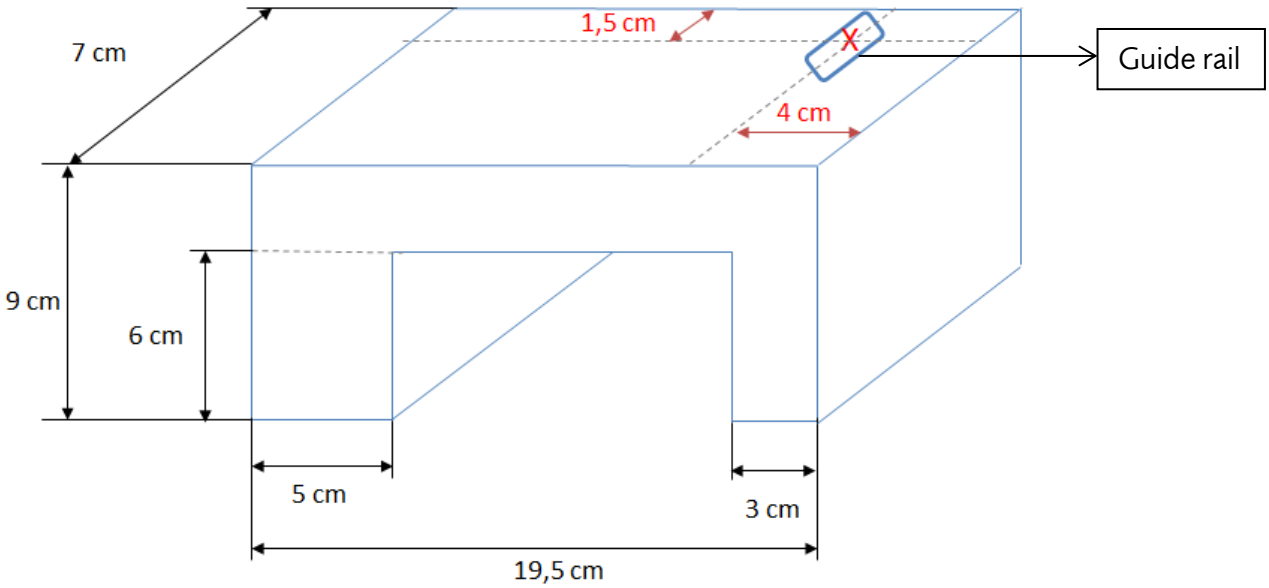

Figure 8. Fastening piece (tool 2)

7. In order to avoid damage to the A/C and the valves, the contact surfaces of adjustable pad and fastening piece will must include a rubber layer with 1mm thickness (approx.).

8. All components will be identified with their P/N. Indeed, each one shall preferably be marked with their norm and P/N according to NT-700-ISA-05066:
   Function Code: PRFU
   ATA Chapter: 28
   ATA Subchapter: 12

9. The components shall be stored in portable boxes.

10. The storage box shall have a visible inventory list with the components, their P/N, norm and component quantity that it contains

11. Visible equipment included in the rig shall be properly identified through means specifically accepted by Airbus D&S.