

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

**Translation of 'Consigne de Navigabilité' ref. : 2002-132(B)
In case of any difficulty, reference should be made to the French original issue.**

AIRBUS

A300-600 aircraft

Center tank - Fuel pump canisters and fuel pumps (ATA 28)

APPLICABILITY:

AIRBUS A300-600 aircraft, all certified models, all serial numbers, on which AIRBUS serial modification No. 04801 (Trim tank system) has been embodied, except for aircraft on which AIRBUS modification No. 12314 has been embodied in production (or AIRBUS INDUSTRIE Service Bulletin (SB) A300-28-6069 in service).

REASONS:

Center tank fuel pumps and center tank fuel pump canisters were found damaged on aircraft in service, at the level of the fuel center tank of AIRBUS A300-600R aircraft.

Investigations revealed that the pumps may be subject to torsion loads on A300-600 aircraft equipped with the trim tank system, which leads to the fatigue rupture of the pump canister legs. The rupture of the six pump canister legs leads to the separation of the upper part of the pump canister from its lower part attached to the center tank bottom wall. The loads are then transmitted to the fuel pump, which may result in the fuel pump rupture.

As the center tank fuel pump and pump canister damage could result in the loss of the center tank fuel pump flame trap capability, and ultimately in the existence of ignition sources, Telegraphic Airworthiness Directive T98-476-272(B) dated December 30, 1998 rendered a detailed visual inspection of the relevant pumps and the checking of the integrity of the associated pump canisters mandatory.

Aircraft inspections in accordance with this Telegraphic Airworthiness Directive revealed new cases of damaged center tank fuel pump canisters and pumps. Airworthiness Directive (AD) 1999-149-280(B) was then issued which rendered mandatory a program of repetitive inspections (visual and NDT) in order to avoid the existence of ignition sources in the center tank further to the damage to the center tank fuel pump canisters and pumps.

This AD replaces AD 1999-149-280(B). It takes over the inspection requirements of AD 1999-149-280(B) and renders mandatory the installation of new reinforced fuel pump canister as per SB A300-28-6069 (AIRBUS modification No. 12314). Installation of this new pump canister cancels the inspection requirements of the AD 1999-149-280(B) and is the terminative action of this AD.

COMPLIANCE:**A - Integrity check and visual inspection program:**

1. Prior to the accumulation of 5,000 hours in service or within the 250 hours in service following April 17, 1999 [the effective date of AD 1999-149-280(B)], whichever occurs later, except if already performed, check the integrity of the fuel pump canisters and perform a detailed visual inspection of the center tank fuel pumps in accordance with the instructions of paragraph 4.2 of AIRBUS INDUSTRIE A.O.T. 28-09 Revision 1.
2. Repeat the inspection in accordance with the instructions of paragraph 4.2 of AIRBUS INDUSTRIE A.O.T. 28-09 Revision 1 at intervals not exceeding 250 hours in service on aircraft which have accumulated more than 12,000 hours in service on April 17, 1999, until first accomplishment of the inspection in accordance with the instructions of Alert SB A300-28A6061 (§ COMPLIANCE B of this Airworthiness Directive).

Any damaged fuel pump or fuel pump canister must be replaced before next flight.

B - Repetitive NDT and visual inspection program:

1. Prior to the accumulation of 7,000 flights or within the 1,500 flights following April 17, 1999, whichever occurs later, perform a detailed visual inspection of the fuel pumps, and an Eddy Current inspection of the fuel pump canisters in accordance with the instructions of AIRBUS INDUSTRIE Alert Service Bulletin A300-28A6061. Carry out the necessary repairs in accordance with the instructions of this Alert Service Bulletin before any further flight.

Aircraft which have accumulated more than 11,000 flights on April 17, 1999 must be inspected within the following 300 flights.

Aircraft which have accumulated between 8,500 and 11,000 flights on April 17, 1999 must be inspected within the following 750 flights.

2. Repeat the detailed visual inspection of the fuel pumps and the Eddy Current inspection of the fuel pump canisters in accordance with the instructions of AIRBUS INDUSTRIE Alert Service Bulletin A300-28A6061 at intervals not exceeding 1,500 flights.

C - Terminative action: replacement of the pump canisters:

Within 18 months following the effective date of this AD, unless already accomplished, replace the exiting fuel pump canisters with new modified canisters and apply the mechanical and electrical modifications on the aircraft in accordance with the instructions of SB A300-28-6069.

NOTE: The embodiment of the here above terminative action in paragraph "Compliance, C" cancels the requirements of paragraphs "Compliance A and B" of this AD.

REF.: AIRBUS INDUSTRIE A.O.T. 28-09 Revision 1 dated December 23, 1998
AIRBUS INDUSTRIE Alert Service Bulletin A300-28A6061
AIRBUS INDUSTRIE Service Bulletin A300-28-6069
(Any later approved revision of these SB's is acceptable).

This AD replaces AD 1999-149-280(B) which is cancelled.

EFFECTIVE DATE : MARCH 30, 2002