



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 17-021

Issued: 09 February 2017

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A300, A310, A300-600 and A300-600ST aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.172 and EASA.A.014

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2011-0124R1 dated 05 September 2014.

ATA 28 – Fuel – Fuel Pump Canister Hood – Inspection / Replacement / Modification

Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300, A310, A300-600 and A300-600ST aeroplanes, all certified models, all manufacturer serial numbers.

Reason:

Reports were received of finding cracked fuel pump canister hoods located in fuel tanks on in-service aeroplanes. Initial analyses, laboratory testing and examinations suggested that vibration-induced fatigue could have caused these cracks. However, initial data could not exclude some other potential contributing factors.

This condition, if not detected and corrected, could lead to detached canister hood fragments or debris being ingested into the fuel feed system. In addition, metallic debris inside the fuel tank could result in a potential source of fuel vapour ignition, possibly resulting in a fire or fuel tank explosion and consequent loss of the aeroplane.



To address this potential unsafe condition, EASA issued AD 2011-0124 (later revised) to require repetitive inspections of the canister hood halves installed on all fuel pump canisters and, if any damage was found, replacement. EASA AD 2011-0124R1 introduced an optional terminating action for the wing inner and centre fuel tanks, and cancelled the repetitive inspections of the fuel pump canister hoods on outer wing and trim tanks, for which no cracks had been reported following the initial inspection.

Since that AD was issued, new in service events were recently reported, and new investigation demonstrated that the existing optional terminating action did not adequately address the risk. Consequently, Airbus developed a new solution to complement the first one, and a new optional terminating action.

For the reasons described above, this AD retains the requirements of EASA AD 2011-0124R1, which is superseded, cancels the previous terminating action, and reintroduces repetitive detailed visual inspections (DET) for all fuel pump canister hoods. This AD also introduces a new optional terminating action for the repetitive DET required by this AD.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Note 1: Fuel pump canisters Part Number (P/N) 2052C11, P/N 2052C12 and P/N C93R51-601 are collectively referred to as 'affected part' in this AD.

Note 2: Airbus SB A300-28-0089 Revision 03, SB A310-28-2173 Revision 03, SB A300-28-6106 Revision 03, and SB A300-28-9020 Revision 03 are collectively referred to as 'the applicable SB' in this AD.

Repetitive Visual Inspections:

- (1) Within 30 months after 14 July 2011 [the effective date of the original issue of EASA AD 2011-0124], and, thereafter, at intervals not to exceed 30 months, accomplish a DET of the fuel pump canister hood halves installed on each affected part in accordance with the instructions of the applicable SB.

Corrective Action(s):

- (2) If, during any DET as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable SB.

Credit:

- (3) Inspections and corrective actions on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-28-0089, or SB A310-28-2173, or SB A300-28-6106, or SB A300-28-9020, at original issue or Revision 01 or Revision 02, are acceptable for compliance with the initial requirements of paragraph (1) and (2) of this AD for that aeroplane.



Terminating Action:

- (4) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.
- (5) Modification of an aeroplane in accordance with the instructions of the applicable Airbus SBs, as specified in Table 1 of this AD, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Table 1: Optional Terminating Action – Airbus Modification SBs

Aeroplanes	Applicable SBs
A300	SB A300-28-0092 and SB A300-28-0094
A310	SB A310-28-2175 and SB A310-28-2178
A300-600	SB A300-28-6110 and SB A300-28-6114
A300-600ST	SB A300-28-9023 and SB A300-28-9026

Ref. Publications:

Airbus SB A300-28-0089 original issue dated 13 January 2011, or Revision 01 dated 15 April 2011, or Revision 02 dated 25 April 2014, or Revision 03 dated 16 December 2016.

Airbus SB A300-28-0092 Revision 01 dated 29 August 2014.

Airbus SB A300-28-0094 original issue dated 09 January 2017.

Airbus SB A310-28-2173 original issue dated 13 January 2011, or Revision 01 dated 15 April 2011, or Revision 02 dated 25 April 2014, or Revision 03 dated 16 December 2016.

Airbus SB A310-28-2175 Revision 01 dated 29 August 2014.

Airbus SB A310-28-2178 original issue [to be issued].

Airbus SB A300-28-6106 original issue dated 13 January 2011, or Revision 01 dated 15 April 2011, or Revision 02 dated 25 April 2014, or Revision 03 dated 16 December 2016.

Airbus SB A300-28-6110 original issue dated 28 November 2013, or Revision 01 dated 29 August 2014.

Airbus SB A300-28-6114 original issue dated 09 January 2017.

Airbus SB A300-28-9020 original issue dated 13 January 2011, or Revision 01 dated 15 April 2011, or Revision 02 dated 25 April 2014, or Revision 03 dated 16 December 2016.

Airbus SB A300-28-9023 original issue dated 12 December 2013, or Revision 01 dated 29 August 2014.



Airbus SB A300-28-9026 original issue dated 19 January 2017.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 09 March 2017.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.

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