



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 20-025

**Issued:** 05 February 2020

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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):**

A310 and A300-600 aeroplanes

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

**TCDS Number(s):** EASA.A.172

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 25 – Equipment / Furnishings – Emergency Locator Transmitter – Modification

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**Manufacturer(s):**

Airbus, formerly Airbus Industrie

**Applicability:**

Airbus A300-600 aeroplanes, manufacturer serial numbers (MSN) 0873, 0874, 0875, 0876, 0877 and 0878; and Airbus A310 aeroplanes, MSN 0591.

**Definitions:**

For the purpose of this AD, the following definitions apply:

**Affected part:** Emergency Locator Transmitter (ELT) having Part Number (P/N) 01N65900.

**The SB:** Airbus Service Bulletin (SB) A300-25-6231.

**Reason:**

The results of engineering investigations by laboratory testing on ELT batteries highlighted that a lack of protection against current injection of 28 Volts DC or 115 Volts AC on a non-rechargeable ELT Lithium battery could, even after significant delay, induce a battery fire.



This condition, if not corrected, could lead to an uncontrollable fire, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide modification instructions to improve the ELT battery current injection protection.

For the reasons described above, this AD requires a modification by installing a diode in the aeroplane circuit connecting the ELT battery.

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

Required as indicated, unless accomplished previously:

#### **Modification:**

- (1) For A300-600 aeroplanes, within 24 months after the effective date of this AD, modify the aeroplane in accordance with the instructions of the SB.
- (2) For A310 aeroplane MSN 0591, within 24 months after the effective date of this AD, contact Airbus for approved instructions and accomplish those instructions accordingly.

#### **Ref. Publications:**

Airbus SB A300-25-6231 original issue dated 01 August 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 04 March 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. 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](mailto:continued.airworthiness-wb.external@airbus.com).

