

	<b>AIRWORTHINESS DIRECTIVE</b>	Distribution:	Issue date:	Page :
	<b>No F-2005-021</b>	<b>B</b>	<b>February 02, 2005</b>	<b>1/2</b>
<b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	<b>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</b>			
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A310 and A300-600 aircraft</b>		
Type certificate(s) No. 72 TCDS No 145				
ATA chapter: <b>28</b>	Subject: <b>Fuel system - Prevention against explosion risks ACT: fused adaptors</b>			

#### 1. **EFFECTIVITY:**

AIRBUS aircraft:

- A310-300 series, all serial numbers, equipped with one or more ACT's (Auxiliary Central Tank), except for aircraft on which AIRBUS Service Bulletin (SB) A310-28-2149 has been embodied in service (AIRBUS modification 12477),
- A300-600 series, all certified models, all serial numbers equipped with one or more ACT's, except for aircraft on which AIRBUS Service Bulletin (SB) A300-28-6073 has been embodied (AIRBUS modification 12477).

**Spare ACT:** The operator is responsible for ensuring during change of an ACT that the requirements of this Airworthiness Directive (AD) are taken into consideration.

#### 2. **REASON:**

Further to the incident of a Boeing 747-131 (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88).

In their letters referenced 04/00/02/07/01-L296, dated March 4<sup>th</sup>, 2002, and 04/00/02/07/03-L024, dated February 3<sup>rd</sup>, 2003, the JAA recommended the application of a similar regulation to the National Aviation Authorities (NAA).

Under this regulation, all holders of type certificates for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 3,402 kg (7,500 lb) or more which have received their certification since January 1<sup>st</sup>, 1958, are required to conduct a design review against explosion risks.

One of the consequences of this design review is an improvement in the electrical route of the ACT Fuel Quantity Indicators (FQI) and consists in segregating the FQI cables and the 115V cables and in installing fused adaptors.



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**3. MANDATORY ACTION AND COMPLIANCE TIME:**

Within 24 months from the effective date of this AD, unless already accomplished, carry out the electrical modifications and mechanical adaptations to the ACTs in accordance with the instructions of SB A310-28-2149 or A300-28-6073.

**4. REFERENCE PUBLICATIONS:**

AIRBUS Service Bulletins:  
A310-28-2149  
A300-28-6073  
Any later approved revision of these SB's is acceptable.

**5. EFFECTIVE DATE:**

February 12, 2005.

**6. REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:  
AIRBUS SAS - Office of Airworthiness - EAW - Fax: 33 5 63 45 60.

**7. APPROVAL:**

This AD is approved under EASA reference No. 2005-879 dated January 25, 2005.

**SUPERSEDED**