EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2006 - 0201 **Date: 11 July 2006**

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.

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A300-600, A300-600ST aircraft

TCDS Number: France No.145, EASA A.014

Foreign AD : none

Supersedure : none

ATA 28	**Fuel - Fuel Tank Safety** **ALS Part 5 - Fuel Airworthiness Limitations (FAL)**
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS aircraft models: A300B4-601, A300B4-603, A300B4-605R, A300C4-605RVF, A300F4-605R, A300B4-620, A300C4-620, A300B4-622, A300B4-622R, A300F4-622R, A300F4-608ST, all serial numbers.
Reason:	Subsequent to accidents involving Fuel Tank System explosions in flight (Boeing 747-131 flight TWA800) and on ground, the FAA published Special Federal Aviation Regulation 88 (SFAR88) in June 2001. SFAR 88 required a safety review of the aircraft Fuel Tank System to determine that the design meets the requirements of FAR § 25.901 and § 25.981(a) and (b).

	A similar regulation has been recommended by the JAA to the European National Aviation Authorities in JAA letter 04/00/02/07/03-L024 of 3 February 2003. The review was requested to be mandated by NAA's using JAR § 25.901(c), § 25.1309. In August 2005 EASA published a policy statement on the process for developing instructions for maintenance and inspection of Fuel Tank System ignition source prevention (EASA D 2005/CPRO, www.easa.eu.int/home/cert_policy_statements_en.html) that also included the EASA expectations with regard to compliance times of the corrective actions on the unsafe and the not unsafe part of the harmonised design review results. On a global scale the TC holders committed themselves to the EASA published compliance dates (see EASA policy statement). The EASA policy statement has been revised in March 2006: the date of 31-12-2005 for the unsafe related actions has now been set at 01-07-2006. Fuel Airworthiness Limitations are items arising from a systems safety analysis that have been shown to have failure mode(s) associated with an 'unsafe condition' as defined in FAA's memo 2003-112-15 'SFAR 88 – Mandatory Action Decision Criteria'. These are identified in Failure Conditions for which an unacceptable probability of ignition risk could exist if specific tasks and/or practices are not performed in accordance with the manufacturers' requirements. This EASA Airworthiness Directive mandates the Fuel Airworthiness Limitations (comprising maintenance/inspection tasks and Critical Design Configuration Control Limitations (CDCCL)) for the type of aircraft, that resulted from the design reviews and the JAA recommendation and EASA policy statement mentioned above.
Effective Date:	19 July 2006
Compliance:	Unless already accomplished, the following actions are rendered mandatory: 1. Maintenance/Inspection Tasks - Within 3 months from the effective date of this AD, it is mandatory to strictly adhere to the requirements of *AIRBUS* ALS part 5, Fuel Airworthiness Limitations as defined in document A300-600 Fuel Airworthiness Limitations, 95A.1929/05 at Issue 1 or later approved revision. - On aircraft that have exceeded 34000FH at the AD effective date, task ref 3: 28-18-00-03-1 "operational check of lo-level/underfull/calibration sensors" as given in document 95A.1929/05, shall be performed within 6 years or 20000FH from the effective date of this AD, whichever occurs first. At the effective date of this AD, for the aircraft that are in service, defined intervals for FAL have to be counted from this AD effective date. 2. CDCCL

	- It is the responsibility of the operator to ensure that their internal documentation is amended to reflect the data contained within AIRBUS ALS Part 5, Fuel Airworthiness Limitations Section 2 and to provide appropriate text to highlight the existence of each CDCCL. The operators internal procedures and documentation ensuring management of control of CDCCL shall be fully implemented before 01 July 2007. - No retroactive action on aircraft is required further to the above mentioned amendment of the documentation.
Ref. Publications:	A300-600 Fuel Airworthiness Limitations, 95A.1929/05 Issue 1 or later approved revisions.
Remarks :	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-004R1 for consultation on 07 June 2006 with a comment period until 22 June 2006. PAD 06-004R1 has been issued to endorse comments received for PAD 06-004 and due to the change of the EASA policy statement on fuel tank safety on March 2006.The Comment Response Document can be found at http://ad.easa.eu.int/ . 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EAW (Airworthiness Office, Ph. :+ 33 5 61 93 36 96, Fax :+ 33 5 61 93 44 51).