


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No : 2007-0022</p> <p style="text-align: center;">Date: 22 January 2007</p>	
<p>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.</p>		
<p>Type Approval Holder's Name : AIRBUS</p>	<p>Type/Model designation(s) : A300-600ST aircraft</p>	
<p>TCDS Number: EASA A.014</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: Not applicable</p>		
ATA 24	Electrical System – Prevention against Fuel Tank explosion risks – Fuel Pump Wiring – Modification	
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS A300F4-608ST aircraft model, all serial numbers, except aircraft which have received application of AIRBUS Service Bulletin (SB) A300-24-9008.</p>	
<p>Reason:</p>	<p>Further to the accident of a Boeing 747-131 aircraft (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 4th, 2002 and 04/00/02/07/03-L024, dated February 3rd, 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 7,500 pounds (3402 kg) or more, which have received their certification since January 1st, 1958, are required to conduct a design review against explosion risks. This Airworthiness Directive (AD), which renders mandatory the modification of the fuel pump wiring against short circuit, is a consequence of this design review.</p>	
<p>Effective Date:</p>	<p>05 February 2007</p>	

Compliance:	Not later than 31 October 2010, modify the route 1P and 2P harnesses 631/633VB in the LH wing and 632/634VB in the RH wing respectively in accordance with the instructions of SB A300-24-9008.
Ref. Publications:	AIRBUS Service Bulletin A300-24-9008 original issue or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 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 on 07 December 2006 as PAD 06-258 for consultation until 07 January 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD 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 – Airworthiness Office – EAL Fax : +33 5 61 93 45 80.