

EASA	AIRWORTHINESS DIRECTIVE	
	<p><b>AD No. : 2007-0023</b></p> <p><b>Date: 25 January 2007</b></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><b>Type Approval Holder's Name :</b> AIRBUS</p>	<p><b>Type/Model designation(s) :</b> A330 aircraft</p>	
<p>TCDS Number : EASA A.004</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedure: This AD supersedes and cancels EASA AD 2006-0204.</p>		
<p><b>ATA 28</b></p>	<p><b>Fuel - Fuel Tank Safety</b> <b>ALS Part 5 - Fuel Airworthiness Limitations (FAL)</b></p>	
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS aircraft models: A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343, all serial numbers.</p>	
<p>Reason:</p>	<p>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).</p> <p>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.</p> <p>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, <a href="http://www.easa.eu.int/home/cert_policy_statements_en.html">www.easa.eu.int/home/cert_policy_statements_en.html</a>) 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</p>	

	<p>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.</p> <p>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.</p> <p>EASA Airworthiness Directive 2006-0204 was issued to mandate the Fuel Airworthiness Limitations at Issue 1 (comprising maintenance/inspection tasks and Critical Design Configuration Control Limitations (CDCCL)) for the Airbus A330 that resulted from the design reviews and the JAA recommendation and EASA policy statement mentioned above.</p> <p>The present AD retains the requirements of AD 2006-0204 and is issued to reference the corrected issue 2 of Airbus A330 Fuel Airworthiness Limitations, Document 95A.1932/05. The applicability in section 1 of that document has been corrected from A330-300 to A330-200.</p>
Effective Date:	08 February 2007
Compliance:	<p>Unless already accomplished, the following actions are rendered mandatory:</p> <p>1. Maintenance/Inspection Tasks:</p> <ul style="list-style-type: none"> <li>- Within 3 months from the effective date of this AD, the operator's maintenance planning documentation must be updated to address the requirements of Section 1 of AIRBUS ALS Part 5, Fuel Airworthiness Limitations as defined in document A330 Fuel Airworthiness Limitations, ref. 95A.1932/05 Issue 2.</li> </ul> <p>The first accomplishment of the Fuel ALI on each aircraft must be performed within the defined FAL interval counted from the effective date of this AD or from first Entry Into Service of the aircraft, whichever occurs later.</p> <p>2. CDCCL</p> <ul style="list-style-type: none"> <li>- Each operator must ensure that within 12 months from 19 July 2006, the effective date of AD 2006-0204, their documentation is amended to address the changes introduced in Section 2 of AIRBUS ALS Part 5, Fuel Airworthiness Limitations Issue 1 and thus provide appropriate text to highlight the existence of each CDCCL.</li> <li>- Each operator must ensure that within 12 months of the effective date of this AD their documentation is amended to address the changes introduced in Section 2 of AIRBUS ALS Part 5, Fuel Airworthiness Limitations Issue 2 and thus provide appropriate text to highlight the existence of each CDCCL.</li> </ul> <p>Each operator's internal procedures and documentation ensuring management of control of CDCCLs must be fully implemented before 01 July 2007.</p> <ul style="list-style-type: none"> <li>- No retroactive action on aircraft is required further to the above mentioned amendment of the documentation.</li> </ul>
Ref. Publications:	A330 Fuel Airworthiness Limitations, 95A.1932/05 Issue 2, or later approved revisions.

Remarks :	<ol style="list-style-type: none"><li>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.</li><li>2. This AD was posted on 13 December 2006 as PAD 06-266 for consultation until 03 January 2007. No comments were received during the consultation period.</li><li>3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For questions concerning the technical contents of this AD's requirements, contact: AIRBUS Airworthiness Office – EAL - Fax : + 33 5 61 93 45 80.</li></ol>
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