EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2007-0094 R1 **Date: 02 May 2007**

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 Aircraft

TCDS Number : France N° 145

Foreign AD : Not applicable

Supersedure: This AD revises EASA AD 2007-0094, which superseded EASA AD 2006-0200.

ATA 28	**Fuel Tank Safety** **ALS Part 5 - Fuel Airworthiness Limitations (FAL)**
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A300 aircraft all certified models and all serial numbers, except A300-600 series.
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 (NAA's) 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 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. EASA AD 2006-0200 dated 11 July 2006 mandated the Fuel Airworthiness Limitations (comprising maintenance /inspection tasks and Critical Design Configuration Control Limitations (CDCCL)) for the type of aircraft, that resulted from either the design reviews than JAA recommendation and EASA policy statement mentioned above. This new AD retains AD 2006-0200 requirements, but corrects and updates the compliance paragraphs concerning Task ref 28-18-00-03-1 and CDCCL's. EASA AD 2006-0200 is superseded by this AD. This AD has been revised to clarify the transition period compliance time for aircraft above the threshold of 20,000 FH.
Effective Date:	25 April 2007
Compliance:	Unless already accomplished, the following actions are rendered mandatory: **1.** Maintenance/Inspection Tasks - Within 3 months from 19th July 2006 (effective date of AD 2006-0200), 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 A300 Fuel Airworthiness Limitations, 95A.1928/05 at Issue 1 or later approved revision. - Task ref 3: 28-18-00-03-1 "operational check of lo level/underfull/calibration sensors" as given in document 95A.1928/05, shall be performed : - Within 40,000FH from aircraft first Entry Into Service, for aircraft below or equal to the threshold of 20,000 FH since aircraft Entry Into Service - For aircraft above the threshold of 20,000 FH, from aircraft first Entry Into Service, a transition period for first accomplishment of task ref 3 up to 20,000FH / 6yr, whichever occurs first after the effective date of this directive, is acceptable. For other requirements of AIRBUS ALS Part 5, defined intervals for FAL have to be counted from 19th July 2006 or aircraft first Entry Into Service whichever occurs later. **2.** CDCCL Each operator must ensure that within 12 months after 19th July 2006 (effective date of AD 2006-0200), 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. Each operator's internal procedures and documentation ensuring management of control of CDCCLs must 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 Fuel Airworthiness Limitations, 95A.1928/05 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. The original issue of this AD was posted on 26 February 2007 as PAD 07-030 for consultation until 19 March 2007. The Comment Response Document can be found at http://ad.easa.europa.eu/. 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 – EAW Airworthiness Office, Ph.: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51.