


EASA	AIRWORTHINESS DIRECTIVE	
	<p><b>AD No.: 2008-0188</b></p> <p><b>Date: 10 October 2008</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS SAS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A300 aircraft</p>	
<p>TCDS Number : France N° 145</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This AD supersedes EASA AD 2007-0066 dated 27 March 2007</p>		
<p><b>ATA 24</b></p>	<p><b>Electrical Power – Fuel Pump Wiring – Modification [Prevention against Fuel Tank Explosion Risks]</b></p>	
<p>Manufacturer(s):</p>	<p>AIRBUS (former AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS A300B2-1C, A300B2-203, A300B2K-3C, A300B4-103, A300B4-120, A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 aircraft, all serial numbers</p>	
<p>Reason:</p>	<p>Further to the accident of a Boeing 747-131 (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88). Subsequently, the Joint Aviation Authorities (JAA) recommended the application of a similar regulation to the National Aviation Authorities (NAA) of its member countries. 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 lbs) or more, which have received their certification since 01 January 1958, are required to conduct a design review against explosion risks.</p> <p>One of the consequences of the Airbus design review is the modification of the fuel pump wiring to provide protection against chafing of the fuel pump cables. This condition, if not corrected, could result in short circuits leading to fuel pump failure, arcing, and possible fuel tank explosion.</p> <p>EASA AD 2007-0066 was issued to require this modification in accordance with Airbus SB A300-24-0103 Revision 01. More recently, an additional modification of the electrical wiring of the outer fuel pump and the landing lights on the left (LH) and right (RH) side has been introduced in Revision 02 of Airbus SB A300-24-0103. For the reason described above, this new AD retains the requirements of EASA AD 2007-0066, which is superseded, and requires additional work.</p>	

Effective Date:	24 October 2008
Required Action(s) and Compliance Time(s):	<p>Required not later than 31 October 2009, unless accomplished previously:</p> <p>(1) Modify the inner fuel pumps wiring, route 1P and 2P harnesses in the LH and the RH wing and the outer fuel pumps wiring in the RH wing route 1P harness and LH wing route 2P harness in accordance with the instructions of Airbus SB A300-24-0103 revision 02.</p> <p><b>Note:</b> Actions done prior to the effective date of this AD in accordance with Airbus SB A300-24-0103 original issue (for aircraft under configuration 1 only, as defined in the SB) or revision 01 are acceptable for compliance with the requirements of paragraph (1) of this AD.</p> <p>(2) Modify the wiring of the outer fuel pump and the landing light on the LH side route 1P harness and RH side route 2P harness in accordance with the instructions of Airbus SB A300-24-0103 Revision 02.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A300-24-0103 Revision 02</p> <p>The use of later approved revisions of this document is acceptable for compliance with requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 08 September 2008 as PAD 08-102 for consultation until 06 October 2008. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA; E-mail <a href="mailto:AD@easa.europa.eu">AD@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 33 36 96, Fax: + 33 5 61 93 44 51).</li> </ol>

SUPERSEDED