EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0157 **Date: 17 July 2009** 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.

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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A300 aeroplanes

TCDS Number :	France N° 145
Foreign AD :	Not applicable
Supersedure :	This AD supersedes EASA AD 2008-0188 dated 10 October 2008

ATA 28	**Electrical Power – Fuel Pump Wiring – Modification [Prevention against Fuel Tank Explosion Risks]**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	AIRBUS A300B2-1C, A300B2-203, A300B2K-3C, A300B4-103, A300B4-120, A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 aeroplanes, all serial numbers.
Reason:	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 aeroplane 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 after 01 January 1958, are required to conduct a design review against explosion risks. 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 generate short circuits leading to fuel pump failure and arcing. These could become a potential ignition source inside the fuel tank which, in combination with flammable fuel vapours (if present), could result in a fuel tank explosion and consequent loss of the aeroplane. To address this unsafe condition, EASA issued AD 2007-0066 that required this modification in accordance with Airbus Service Bulletin (SB) A300-24-0103 Revision 01. Airbus subsequently introduced an additional modification of the electrical wiring of the outer fuel pump and the landing lights of the left (LH) and the right (RH) side in Revision 02 of the SB A300-24-0103, leading to the issuance of EASA AD 2008-0188 which superseded EASA AD 2007-0066 and

	required the additional work. More recently, Airbus introduced some additional protection to routes 1P and 2P harnesses in zone 571 and 671 of the aeroplane. For the reason described above, this new AD retains the requirements of EASA AD 2008-0188, which is superseded, and requires the additional work as specified in Revision 03 of Airbus SB A300-24-0103.
Effective Date:	31 July 2009
Required Action(s) and Compliance Time(s):	Required not later than 31 October 2009, unless previously accomplished: (1) **A300 aeroplanes under Configuration 1 as specified in Airbus SB A300-24-0103:** (1.1) For aeroplanes not previously modified in accordance with Airbus SB A300-24-0103 (at any revision), modify the inner fuel pumps wiring, route 1P and 2P harnesses in the LH and the RH wing, the outer fuel pump wiring and the landing light wiring in the LH and RH wing, route 1P and 2P harnesses in accordance with the instructions of Airbus SB A300-24-0103 revision 03. (1.2) For aeroplanes previously modified in accordance with SB A300-24-0103 original issue or Revision 01, modify the wiring of the outer fuel pump and the landing light on the LH/ RH side in accordance with the instructions of SB A300-24-0103 Revision 03. (1.3) For aeroplanes on which SB A300-24-0103 Revision 02 has been incorporated, no further action is required by this AD. (2) **A300 aeroplanes under Configuration 2 as specified in Airbus SB A300-24-0103:** (2.1) For aeroplanes not previously modified in accordance with Airbus SB A300-24-0103 (at any revision), modify the inner fuel pumps wiring, route 1P and 2P harnesses in the LH and the RH wing, the outer fuel pump wiring and the landing light wiring in the LH and RH wing, route 1P and 2P harnesses in accordance with the instructions of Airbus SB A300-24-0103 Revision 03. (2.2) For aeroplanes previously modified in accordance with SB A300-24-0103 original issue or Revision 01, modify the wiring of the outer fuel pump and the landing light on the LH/ RH side and install the sleeve and the clamps on the new wires at LH/ RH side in accordance with the instructions of Airbus SB A300-24-0103 Revision 03. (2.3) For aeroplanes previously modified in accordance with SB A300-24-0103 Revision 02, install the sleeve and the clamps on the new wires at LH/ RH side in accordance with the instructions of Airbus SB A300-24-0103 Revision 03.
Ref. Publications:	AIRBUS Service Bulletin A300-24-0103 Revision 03. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 03 June 2009 as PAD 09-080 for consultation until 01 July 2009. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, 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, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).