

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0194</b></p> <p><b>Date: 15 October 2014</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 EU 748/2012, Part 21.A.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>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A300-600 and A300-600ST aeroplanes</p>	
<p>TCDS Numbers: EASA.A.172, EASA A.014</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: This AD supersedes EASA AD 2007-0095R1 dated 02 May 2007.</p>		
<b>ATA 05</b>	<b>Time Limits and Maintenance Checks – Airworthiness Limitations Section Part 5 – Fuel Airworthiness Limitations – Amendment</b>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A300-600 aeroplanes, all certified models, all manufacturer serial numbers (MSN), and A300F4-608ST aeroplanes, all MSN.</p>	
<p>Reason:</p>	<p>Prompted by an accident of a Boeing 747-131 (Flight TWA800), the Federal Aviation Administration (FAA) published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) published Interim Policy INT/POL/25/12. In response to these regulations, Airbus conducted a design review to develop Fuel Airworthiness Limitations (FAL) for Airbus on A300-600 and A300-600ST aeroplanes.</p> <p>The FAL were specified in Airbus A300-600 FAL document ref. 95A.1929/05 at issue 02 and in the A300-600 ALS variation to FAL document issue 02 ref. 0CVLG110007/C0S issue 01, for A300-600 and A300-600ST aeroplanes.</p> <p>EASA issued AD 2006-0201 to require compliance with the FAL documents (comprising maintenance/inspection tasks and Critical Design Configuration Control Limitations (CDCCL)).</p> <p>EASA AD 2006-0201 was superseded by EASA AD 2007-0095 (later revised), which retained the original requirements and corrected and updated the compliance paragraphs concerning task ref. 28-18-00-03-1 and CDCCL's.</p> <p>Since EASA AD 2007-0095R1 was published, Airbus issued A300-600 ALS Part 5, prompted by EASA policy statement (EASA D2005/CPRO) which</p>	

	<p>requests design approval holders to integrate Fuel Tank Safety items into an ALS document. The A300-600 ALS Part 5 is approved by EASA.</p> <p>Failure to comply with the items as identified in Airbus A300-600 ALS Part 5 could result in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2007-0095R1, which is superseded, and requires implementation of the new and more restrictive maintenance instructions and/or airworthiness limitations as specified in Airbus A300-600 ALS Part 5.</p>
Effective Date:	29 October 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) From the effective date of this AD, accomplish the following actions, as specified in</p> <ul style="list-style-type: none"> <li>- A300-600 ALS Part 5 Revision 00,</li> </ul> <p>or, until 27 May 2015:</p> <ul style="list-style-type: none"> <li>- A300-600 FAL document ref. 95A.1929/05, issue 02, and A300-600 ALS variation to FAL document issue 02, ref. 0CVLG110007/COS, issue 01,</li> </ul> <p>depending on aeroplane configuration:</p> <p>(1.1) Replace each component before or upon reaching the applicable life limit.</p> <p>(1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks, including any applicable CDCCL items.</p> <p>(1.3) Within the thresholds (embodiment limit), accomplish all applicable aeroplane modifications.</p> <p>(2) In case discrepancies are detected during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the Airbus maintenance documentation, accomplish the applicable corrective action(s) in accordance with the instructions specified (or incorporated by reference) in the relevant Airbus maintenance documentation.</p> <p>If no compliance time is identified in the Airbus documentation, accomplish the applicable corrective action(s) before next flight.</p> <p>If a detected discrepancy is not defined in the Airbus documentation, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.</p> <p>(3) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by:</p> <p>(3.1) Revising, as follows, the approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane:</p> <p>Incorporate all mandatory instructions for continued airworthiness and airworthiness limitations as specified in the A300-600 ALS Part 5 Revision 00, or (until 27 May 2015) in the A300-600 FAL document ref. 95A.1929/05, issue 02, and the A300-600 ALS variation to FAL document issue 02, ref. 0CVLG110007/COS, issue 01,</p> <p>and</p> <p>(3.2) Complying with the approved AMP described in paragraph (3.1) of this AD.</p>

Ref. Publications:	<p>A300-600 ALS Part 5 Revision 00 dated 27 May 2014.</p> <p>A300-600 FAL document ref. 95A.1929/05, issue 02 dated 11 May 2007.</p> <p>A300-600 ALS variation to FAL document issue 02, ref. 0CVLG110007/COS, issue 01 dated 05 December 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the 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 30 July 2014 as PAD 14-126 for consultation until 27 August 2014. No comments were received during the consultation period.</li><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAW (Airworthiness Office) E-mail: <a href="mailto:continued.airworthiness-wb.external@airbus.com">continued.airworthiness-wb.external@airbus.com</a>.</li></ol>