

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2007-0066</b></p> <p><b>Date: 13 March 2007</b></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.	
<b>Type Approval Holder's Name:</b>	<b>Type/Model designations:</b>
AIRBUS	A300 aircraft
TCDS Number: France No 145	
Foreign AD: Not applicable	
Supersedure: Not applicable	
<b>ATA 24</b>	<b>Electrical Power - Prevention against Fuel Tank Explosion Risks – Fuel Pump Wiring – Modification</b>
<b>Manufacturer:</b>	AIRBUS (formerly AIRBUS INDUSTRIE)
<b>Applicability:</b>	AIRBUS A300 aircraft, all certified models, all serial numbers, except for aircraft which have been modified in accordance with AIRBUS Service Bulletin (SB) A300-24-0100 revision 1.
<b>Reason:</b>	<p>Further to the accident of a Boeing 747-131 aircraft (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88). In their letters referenced 04/00/02/07/01-L296, dated March 4<sup>th</sup>, 2002 and 04/00/02/07/03-L024, dated February 3<sup>rd</sup>, 2003, the JAA recommended the application of a similar regulation to the National Aviation Authorities (NAA).</p> <p>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 7,500 pounds (3402 kg) or more, which have received their certification since January 1<sup>st</sup>, 1958, are required to conduct a design review against explosion risks.</p> <p>This Airworthiness Directive (AD), which renders mandatory the modification of the fuel pump wiring against short circuit, is a consequence of this design review.</p> <p>Note: for A310 and A300-600 aircraft, refer to AD 2006-0284R1.</p>
<b>Effective Date:</b>	27 March 2007

Compliance:	<p>Before 31 October 2009, unless already accomplished, modify the inner and outer fuel pumps wiring, route 1P and 2P harnesses in the LH wing and in the RH wing in accordance with the instructions of SB A300-24-0103 revision 1.</p> <p><u>Note</u> : Actions done before the effective date of this AD in accordance with SB A300-24-0103 original issue for aircraft under configuration 1 as defined in the SB is acceptable for compliance with mandatory requirements of this AD</p>
Ref. Publications:	AIRBUS Service Bulletin A300-24-0103 revision 1 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 12 February 2007 as PAD 07-029 for consultation until 12 March 2007. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - 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, Ph: + 33 5 61 93 36 96, Fax + 33 5 61 93 44 51).</li> </ol>

**SUPERSEDED**