


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 08-103</b></p> <p><b>Date: 20 October 2008</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.</p> <p>All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A310 and A300-600 aircraft</p>
<p>TCDS Number : France N° 145</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure: This AD supersedes DGAC France AD F-2005-021, EASA approval No 2005-879</p>	
<b>ATA 28</b>	<b>Fuel System – Auxiliary Central Tank (ACT) – Modification / Re-Identification [Prevention against Fuel Tank Explosion Risks]</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A310-304, A310-308, A310-324 and A310-325 aircraft, all serial numbers, if equipped with one or more ACT with Part Number (P/N) A5387977300451, P/N A5387979400051, P/N A5387977300051 or P/N A5387977300251.</p> <p>Airbus A300B4-620 aircraft, all serial numbers, if equipped with one or more ACT with P/N A5387970000251 or P/N A5387970000451.</p>
Reason:	<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 were required to conduct a design review against explosion risks.</p> <p>One of the consequences of the Airbus design review is an improvement in the electrical route of the ACT Fuel Quantity Indicators (FQI), consisting in segregating the FQI cables and the 115V cables and installing fuse adaptors. DGAC France issued AD F-2005-021 to require this modification.</p> <p>Recently, Revision 02 of Airbus Service Bulletin (SB) A310-28-2149 and Revision 03 of SB A300-28-6073 have introduced, for A310-300 and A300-600 aircraft, the re-identification of the ACT after modification.</p> <p>For the reason described above, this new AD retains the requirements of DGAC France AD F-2005-021, which is superseded, identifies the affected aircraft models and ACT P/N's, and adds the requirement to re-identify the ACT after modification. This AD also prohibits installation of ACT that have not been</p>

	modified and re-identified.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 24 months after 12 February 2005 [the effective date of DGAC France AD F-2005-021], accomplish the electrical modifications and mechanical adaptations to the ACT in accordance with the instructions of Airbus SB A310-28-2149 or SB A300-28-6073 (any approved revision), as applicable to aircraft model.</li> <li>(2) Within 30 months after the effective date of this AD, re-identify each ACT that has been modified as required by paragraph (1) of this AD, in accordance with the instructions of Airbus SB A310-28-2149 Revision 02 or SB A300-28-6073 Revision 03, as applicable to aircraft model.</li> <li>(3) After modification of an ACT as required by paragraphs (1) and (2) of this AD, no person shall install any ACT on an aircraft, unless this ACT has been modified and re-identified in accordance with the instructions of Airbus SB A310-28-2149 Revision 02 or SB A300-28-6073 Revision 03, as applicable to aircraft model.</li> </ol>
Ref. Publications:	<p>Airbus Service Bulletin A310-28-2149 original issue, Revision 01 and Revision 02  Airbus Service Bulletin A300-28-6073 original issue, Revision 01, Revision 02 and Revision 03</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 10 November 2008.</li> <li>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA; E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).</li> </ol>