


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 09-074</b></p> <p><b>Date: 26 May 2009</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. 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 SAS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A300-600 and A300-600ST aeroplanes</p>
<p>TCDS Number : France N° 145</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 28</b>	<b>Fuel – Fuel Tank Level Sensors and Harness Connectors – Replacement</b>
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A300-600 aeroplanes, all certified models, all serial numbers; and AIRBUS A300F4-608ST aeroplanes, all serial numbers.
Reason:	<p>Results of investigations conducted by Airbus have shown that if a short circuit occurs outside of the fuel tanks in the wiring (115V AC) that is routed with the fuel level sensor harnesses, the sensing element in the fuel level sensors could overheat.</p> <p>This condition, if not corrected, could cause the sensing element to reach the self-ignition threshold of the fuel vapour in the tank, possibly resulting in fuel tank explosion and consequent loss of the aeroplane.</p> <p>For the reasons described above and to maintain safety objectives as per SFAR 88 (Special Federal Aviation Regulation 88) and equivalent EASA policy D 2005/CPRO, this AD requires the replacement of the affected sensors and their harness connectors with modified units.</p>
Effective Date:	[TBD: 14 days after Final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless already accomplished:</p> <p>Within 24 months after the effective date of this AD, replace the high level, low level and overflow sensors, and their harness connectors, with fused sensors and new harness connectors in accordance with the instructions of Airbus Service Bulletin (SB) A300-28-6095 original issue or A300-28-9013 original issue, as applicable to type design.</p>
<p>Ref. Publications:</p>	<p>AIRBUS SB A300-28-6095 and SB A300-28-9013, both at original issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.</p> <p>The EASA Policy statement EASA D 2005/CPRO on Fuel Tank System ignition source prevention can be found on the EASA website: <a href="http://www.easa.europa.eu">www.easa.europa.eu</a> (Search for CPRO).</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 23 June 2009.</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>