


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0201</p> <p>Date: 10 September 2009</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>
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].	
<p>Modification Approval Holder's Name :</p> <p>Air France</p>	<p>Type/Model designation(s) :</p> <p>Airbus A340-200/-300 aeroplanes</p>
Specification Nr. : Design Order CE99 25 0091-92-93	
Foreign AD : Not applicable	
Supersedure : None	
ATA 33	Lighting – Reading Light Wiring – Disconnection / Modification
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A340-211, A340-212, A340-311 and A340-312 aeroplanes, serial numbers 0005, 0007, 0014, 0022, 0029, 0031, 0038, 0043, 0047, 0049, 0051, 0078 and 0084
Reason:	<p>Air France has discovered a non-compatibility on a definition drawing of cabin modification CE99 25 0091-92-93 between an electrical cable and its circuit protection device.</p> <p>This cabin modification has introduced a centre partition in the door 3 area which includes a reading light supplied with CF22 gauge wires and a 10 amperes circuit breaker (11WJ). This circuit breaker was not adapted to the wires as the CF22 gauge wires have a maximum rating of 6.5 Amperes.</p> <p>This condition, if not corrected, could lead in case of short circuit to a wire overheat, possibly resulting in an in-flight fire.</p> <p>For the reasons described above, this AD requires the disconnection, capping and stowing of the CF22 gauge wires. This AD also specifies two alternative methods that provide an equivalent level of safety.</p>
Effective Date:	24 September 2009

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Within 3 months after the effective date of this AD, disconnect, cap and stow the 3326-9016-CF22 and 3326-9015-CF22 gauge wires in accordance with the instructions of Air France Industries Service Bulletin AFSB-A340-08-005-33-001 Revision 01. (2) Accomplishment of the disconnection or replacement instructions in accordance with AFSB-A340-08-005-33A001 at original issue, prior to the effective date of this AD, is considered acceptable for compliance with the requirements of paragraph (1) of this AD. (3) Replacement of CF22 gauge wires with CF20 gauge wires and reconnection thereof to a Circuit Breaker of 5 Amperes in accordance with the instructions of AFSB-A340-08-005-33-001 Revision 01 is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD. (4) Disconnection and removal of CF22 gauge wires in accordance with the instructions of AFSB-A340-08-005-33-001 Revision 01 is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD.
<p>Ref. Publications:</p>	<p>AFSB-A340-08-005-33A001 Original Issue dated 18 July 2008. AFSB-A340-08-005-33-001 Revision 01 dated 04 August 2009. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 06 August 2009 as PAD 09-097 for consultation until 03 September 2009. The Comment Response Document can be found at http://ad.easa.europa.eu. 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: Société Air France, Bureau de Navigabilité DOA - PO.NI - Bat. 4440 B.P. 12253, Tremblay en France, F-95704 Roissy CDG cedex, France Fax: +33 (0)1 70 03 29 99, E-mail miremond@airfrance.fr.