


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-025</p> <p>Date: 29 March 2012</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>	
Type Approval Holder's Name : Airbus	Type/Model designation(s) : A310, A300-600 and A300-600ST aeroplanes
TCDS Number: France No.145 and EASA.A.014	
Foreign AD: Not applicable	
Supersedure: None	
ATA 28	Fuel / Main Transfer System – Inner Centre, Centre and Trim Tank Fuel Pump Control Circuit – Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A310 and A300-600 aeroplanes, all certified models, all manufacturer serials numbers (MSN), and Airbus A300F4-608ST aeroplanes, all MSN.
Reason:	<p>Further to the accident which occurred to a Boeing 747-131 in 1996 (flight TWA800), the FAA issued a set of new rules related to Fuel Tank Safety including Special Federal Aviation Regulation (SFAR) 88. In line with SFAR88, the JAA issued policy JAA INT/POL 25/12 and recommended to the National Aviation Authorities (NAA) the application of a similar regulation.</p> <p>To ensure compliance with the requirements set by SFAR88 and JAA INT/POL 25/12, Airbus have conducted a review, the results of which show that the electrical power supply circuits of fuel pumps for which the canisters become uncovered during normal operation (taking into account normal fuel reserve or the fuel level) may trigger a low fuel level warning. If this occurs during a ground fault condition, there is insufficient system protection to electrically isolate the fuel pump.</p> <p>This condition, if not corrected, could lead to an ignition source in the fuel tank vapour space, possibly resulting in fuel tank explosion and loss of the aeroplane.</p> <p>For the reasons described above, this AD requires installation of Ground Fault Interrupters (GFI) into the electrical power supply circuits of the affected fuel pumps.</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 accomplished previously:</p> <p>Within 48 months after the effective date of this AD, accomplish the actions specified in paragraph (1), (2) or (3) of this AD, as applicable to aeroplane type and model:</p> <ol style="list-style-type: none"> (1) For A310-200/-300 series aeroplanes, modify the inner centre and trim (where fitted) tanks pumps, in accordance with the instructions of Airbus Service Bulletin (SB) A310-28-2170. (2) For A300-600 aeroplanes, modify the inner centre and trim (where fitted) tank pumps in accordance with the instructions of Airbus SB A300-28-6104. (3) For A300F4-608ST aeroplanes, modify the inner and centre tank pumps in accordance with the instructions of Airbus SB A300-28-9018.
<p>Ref. Publications :</p>	<p>Airbus SB A310-28-2170 original issue, dated 28 February 2012</p> <p>Airbus SB A300-28-6104 original issue, dated 28 February 2012</p> <p>Airbus SB A300-28-9018 original issue, dated 28 February 2012</p> <p>The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 26 April 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EIAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).