


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0091</b></p> <p><b>Date: 25 May 2012</b></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>
<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>	
<p><b>Design Approval Holder's Name:</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s):</b></p> <p>A310, A300-600 and A300-600ST aeroplanes</p>
TCDS Number:	France No. 145 and EASA.A.014
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 28</b>	<b>Fuel / Main Transfer System – Inner, Centre and Trim Tank Fuel Pump Control Circuit – Modification</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A310 and A300-600 aeroplanes, all certified models, all manufacturer serials numbers (MSN) and</p> <p>Airbus A300F4-608ST aeroplanes, all MSN.</p>
Reason:	<p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the FAA published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) published Interim Policy INT/POL/25/12.</p> <p>In the framework of these requirements, EASA have determined that the electrical power supply circuits of certain fuel pumps, installed on A300/A300-600, A310 and A300-600ST aeroplane, for which the canisters become uncovered during normal operation, could, under certain conditions, create an ignition source in the tank vapour space.</p> <p>This condition, if not corrected, could result in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus developed a modification which includes the installation of Ground Fault Interrupters (GFI) into the inner, centre, and trim tank fuel pump control circuits, providing additional system protection by electrically isolating the pump in case of a ground fault condition downstream of the GFI.</p> <p>For the reasons described above, this AD requires modification of the affected fuel pumps control circuit by installing GFI.</p>
Effective Date:	08 June 2012

<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"> <li>(1) For A310-200/-300 series aeroplanes, modify the electrical control circuits of the inner, centre and trim (where fitted) tank pumps in accordance with the instructions of Airbus Service Bulletin (SB) A310-28-2170 original issue.</li> <li>(2) For A300-600 aeroplanes, modify the electrical control circuits of the inner, centre and trim (where fitted) tank pumps in accordance with the instructions of Airbus SB A300-28-6104 original issue.</li> <li>(3) For A300F4-608ST aeroplanes, modify the electrical control circuits of the inner and centre tank pumps in accordance with the instructions of Airbus SB A300-28-9018 original issue.</li> </ol>
<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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 29 March 2012 as PAD 12-025 for consultation until 26 April 2012. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EIAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).</li> </ol>