	AIRWORTHINESS DIRECTIVE No F-2005-199	Distribution: B	Issue date: December 07, 2005	Page : 1/4
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2003-085 and 2000-313-041 cancelled by their Revision 1		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A300, A310, A300-600 and A300-600ST aircraft		
Type certificate(s) No. 72, EASA.A.014 TCDS No 145, EASA.A.014				
ATA chapter: 28	Subject: Center tank - Damage to fuel pump canister and body			

1. EFFECTIVITY:

AIRBUS aircraft:


- A300B4-600 and A300C4-600 (aircraft without trim tanks), all serial numbers except for:
 - MSNs 546, 553, 618 and 623 on which AIRBUS Service Bulletin (SB) A300-28-6082 (Mod. 12874) has been embodied in service, or
 - aircraft on which SB A300-28-6089 (Mod 13041) has been embodied in service.
- A300-600ST, all serial numbers, except for aircraft on which SB A300-28-9011 (Mod. 19585) has been embodied in service,
- A310, all certified models and all serial numbers, except for aircraft on which SB A310-28-2160 (Mod. 13041) has been embodied in service,
- A300, all certified models, except for A300B2-100, A300B2-200 and A300B2-300 aircraft, all serial numbers, except for aircraft on which SB A300-28-0085 (Mod. 13041) has been embodied in service.

2. REASONS:

Since 1998, fuel pump canisters and bodies had been found damaged on A300-600R aircraft (post mod. 04801 aircraft with trim tank).

It was observed and confirmed later that pump canisters and bodies were also fractured on A300-600 aircraft without trim tanks. This type of damage, if not detected, could lead to complete separation of the housing of the electric motor of the center tank pump and the consecutive loss of the flame trap capability of the fuel system in this zone.

New investigations have shown that the A310 aircraft and certain configurations of the A300 aircraft (with center tank) could be concerned by the above-mentioned damage.

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This new Airworthiness Directive (AD):

- repeats the initial inspection thresholds requirements and modifies repetitive inspection intervals mandated through AD 2003-085 for the A300-600 aircraft without trim tanks,
- repeats the requirements of AD 2000-313-041 for the A300-600ST BELUGA aircraft,
- renders mandatory an inspection program for certain configurations of the A300 aircraft,
- renders mandatory an inspection program for the A310 aircraft,
- renders mandatory the installation of new reinforced fuel pump canisters and comprises the terminal action to this AD for all the aircraft concerned by paragraph 1 "Effectivity" of this AD.

Consequently, AD's 2003-085 and 2000-313-041 are cancelled.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The measures below are rendered mandatory from the effective date of this AD.

3.1. A300B4-600 and A300C4-600 aircraft without trim tanks (repeat of AD 2003-085)

3.1.1. Integrity inspection and detailed visual inspection program:

Within 15 days following February 20th, 2003 (effective date of AIRBUS AOT A300-600-28A6075), check the integrity of the center fuel tank pump canisters and bodies and perform a detailed inspection of the center tank pumps in accordance with the instructions of paragraph 4.2 of AIRBUS AOT A300-600-28A6075 at original issue.

3.1.2. Repetitive NDT program:

3.1.2.1. At the next opportunity and, at latest, before the accumulation of 600 flight hours since February 20th, 2003, perform an eddy current inspection on the center tank pump canisters and bodies in accordance with the instructions of paragraph 4.3 of AIRBUS AOT A300-600-28A6075 original issue or Revision 1.

If damage is found, replace the damaged component before the next flight in accordance with the instructions of paragraph 4.3. of AIRBUS AOT A300-600-28A6075 original issue or Revision 1.

3.1.2.2. Repeat the inspection in accordance with AIRBUS AOT A300-600-28A6075 Revision 1 at intervals not exceeding 3,000 flight cycles.

If a pump canister and body are replaced with the same PN, perform the next inspection within 7,000 flight cycles after this replacement. Then, repeat this inspection at intervals not exceeding 3,000 flight cycles.


Note: The results of these inspections, whatever they are, must be reported to AIRBUS as specified in paragraph 7 of AIRBUS AOT A300-600-28A6075 original issue or Revision 1.

3.2. A300-600ST aircraft (repeat of AD 2000-313-041)

3.2.1. Integrity inspection and detailed visual inspection program:

Before the accumulation of 5,000 hours in service, unless already accomplish, check the integrity of the pump canisters and perform a detailed visual inspection of the pump bodies in accordance with the instructions of paragraph 4.2 of AIRBUS AOT 28-09 Revision 1.

All pumps or pump canisters found damaged must be replaced before the next flight.

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3.2.2. Visual inspection and NDT program:

3.2.2.1. Before the accumulation of 7,000 flights, unless already accomplished, perform a detailed visual inspection of the pump bodies and an eddy current inspection of the pump canisters in accordance with the instructions of AIRBUS Alert Service Bulletin A300-28A6061.

If necessary, replace in accordance with the instructions of the same Alert Service Bulletin before the flight which follows the detection of the defect which motivated this replacement.

3.2.2.2. Repeat the detailed visual inspection of the pump bodies and the Eddy Current inspection of the pump canisters in accordance with the instructions of AIRBUS Alert Service Bulletin A300-28A6061 at intervals not exceeding 1,500 flights.

3.3. A300 and A310 aircraft, visual inspection and NDT program:

3.3.1. - Before the accumulation of 27,000 flight cycles since new for the A310 aircraft, or within 1,000 flight cycles following the effective date of this AD, whichever occurs later,

- before the accumulation of 19,600 flight cycles since new for the A300 aircraft, or within 1,000 flight cycles following the effective date of this AD, whichever occurs later,

perform a detailed visual inspection of the pump bodies and an Eddy Current inspection of the pump canisters in accordance with the instructions of SB A300-28-0084 or A310-28-2159.

If necessary, replace in accordance with the instructions of SB A300-28-0084 or A310-28-2159 before the flight which follows the detection of the defect which motivated this replacement.

3.3.2. Repeat the detailed visual inspection of the pump bodies and the eddy current inspection of the pump canisters in accordance with the instructions of SB A300-28-0084 or A310-28-2159 at intervals not exceeding 3,000 flight cycles.

If a pump canister is replaced with the same PN, perform the next Eddy Current inspection at 27,000 flight cycles for A310 aircraft or at 19,600 flight cycles for A300 aircraft after this replacement and then, repeat this inspection at intervals not exceeding 3,000 flight cycles.

3.4. Terminating action: replacement of pump canisters:

Before June 30th, 2010, for all aircraft concerned by paragraph 1 "Applicability" of this AD, unless already accomplished, replace the fuel pump canisters installed on the aircraft by new pump canisters in accordance with the instructions of SB A300-28-0085 or A310-28-2160 or A300-28-6089 or A300-28-9011 as applicable.

Note: The terminal application defined in paragraph 3.4. cancels the requirements of paragraphs 3.1., 3.2. and 3.3. of this AD.

4. REFERENCE PUBLICATIONS:

AIRBUS Alert Service Bulletin A300-28A6061

AIRBUS All Operator Telex A300-600-28A6075 original issue of February 20, 2003

AIRBUS All Operator Telex A300-600-28A6075 Revision 1 of October 24, 2005

AIRBUS All Operator Telex 28-09 Revision 1 of December 23, 1998

AIRBUS Service Bulletins:

A300-28-0084

A310-28-2159


A300-28-0085

A310-28-2160

A300-28-6089

A300-28-9011

Any later revision of these documents is acceptable.

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5. **EFFECTIVE DATE:**

December 17, 2005.

6. **REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - EAW - Office of Airworthiness - Fax: 33 5 61 93 45 80.

7. **APPROVAL:**

This AD is approved under EASA reference No 2005-6419 dated November 29, 2005.