	AIRWORTHINESS DIRECTIVE No F-2005-062	Distribution: B	Issue date: April 27, 2005	Page : 1/2
	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: None		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A300-600ST BELUGA aircraft		
Type certificate(s) No. EASA A.014 TCDS No EASA A.014				
ATA chapter: 28	Subject: Fuel system - Prevention against explosion risks - Quantity indicating; reroute the cable harnesses 2S and 2M			

1. **EFFECTIVITY:**

AIRBUS A300-600ST BELUGA aircraft, all certified models, all serial numbers, except for aircraft on which AIRBUS Service Bulletin (SB) A300-28-9005 (AIRBUS modification No 19544) has been embodied.

2. **REASONS:**

Further to the accident of a Boeing 747-131 (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88).

In their letters referenced 04/00/02/07/01-L296, dated March 4th, 2002, and 04/00/02/07/03-L024, dated February 3rd, 2003, the JAA recommended the application of a similar regulation to the National Aviation Authorities (NAA).

Under this regulation, all holders of type certifications for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 3402 kg (7,500 lb) or more which have received their certification since January 1st, 1958, are required to conduct a design review against explosion risks.


One of the consequences of this design review is to separate the "cadensicon" wiring from the 115V AC wiring on the leading edge of the RH wing.

3. **MANDATORY ACTION AND COMPLIANCE TIME:**

Within 4,000 flight hours following the effective date of this Airworthiness Directive (AD), unless already accomplished, in the zone concerned of the RH wing leading edge, separate the routes of the electric cables 2M and 2S in accordance with the instructions of SB A300-28-9005.

4. **REFERENCE PUBLICATION:**

AIRBUS Service Bulletin A300-28-9005
Any later approved revision of this SB is acceptable.

	AIRWORTHINESS DIRECTIVE No F-2005-062	Distribution: B	Issue date: April 27, 2005	Page: 2/2
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5. **EFFECTIVE DATE:**

May 07, 2005.

6. **REMARK:**

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

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

7. **APPROVAL:**

This AD is approved under EASA reference No 2005-3624 dated April 20, 2005.