	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-207</b>	Distribution: <b>B</b>	Issue date: <b>December 21, 2005</b>	Page : <b>1/2</b>
	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>
<b>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.</b>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A300-600ST aircraft</b>		
Type certificate(s) No. <b>EASA.A.014</b> TCDS No <b>EASA.A.014</b>				
ATA chapter: <b>28</b>	Subject: <b>Fuel system - Prevention of risks of explosion - Wiring of adjacent system</b>			

### 1. **EFFECTIVITY:**

AIRBUS A300-600ST aircraft, serial numbers 0001, 0002, 0003, 0004 and 0005.

### 2. **REASONS:**

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

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

Under this regulation, all holders of type certificates for transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 3,402 kg (7,500 pounds) or more, which have received their certifications since January 1<sup>st</sup>, 1958, are required to conduct a design review against explosion risks.

Corrective measures intended to improve the routing of the electrical bundles of certain aircraft zones are rendered mandatory by this Airworthiness Directive (AD).


### 3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The actions below are rendered mandatory from the effective date of this AD, unless already accomplished:

**3.1.** Before October 31<sup>st</sup>, 2008, on LH and RH sides, at the fuselage/wing junction, extend the protective convoluted conduit along the routing 1P and 2P up to the next support in accordance with the instructions of AIRBUS Service Bulletin (SB) A300-28-9010.

**3.2.** Before October 31<sup>st</sup>, 2008, replace the nylon clamps type NSA5515 with clamps type NSA5516 on the electrical routes located in the hydraulic compartment and in the shroud box.

Also modify the layout of routes 1P and 2P to improve electrical bundle retention in accordance with the instructions of SB A300-24-9004.

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**4. REFERENCE PUBLICATIONS:**

AIRBUS Service Bulletin A300-28-9010 original issue  
AIRBUS Service Bulletin A300-24-9004 original issue  
Any later approved revisions of these SBs is acceptable.

**5. EFFECTIVE DATE:**

December 31, 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. 2005-6433 dated December 13, 2005.