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| EASA | AIRWORTHINESS DIRECTIVE |
|  | <p>AD No.: 2006-0325R2</p> <p>Date: 30 September 2010</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>Type Approval Holder's Name :</p> <p>AIRBUS</p> | <p>Type/Model designation(s) :</p> <p>A300 aeroplanes</p> |
| <p>TCDS Number : France N° 145</p> | |
| <p>Foreign AD : Not applicable</p> | |
| <p>Revision : This AD revises EASA AD 2006-0325R1 corrected on 26 July 2007</p> | |
| ATA 28 | Fuel System – Prevention against Explosion Risks - Fuel Tank Electrical Bonding – Inspection/Modification |
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| Manufacturer(s): | AIRBUS (formerly AIRBUS INDUSTRIE) |
| Applicability: | A300 series aeroplanes, all certified models and all serial numbers, except aeroplanes on which AIRBUS Service Bulletins (SB) A300-28-0081 and A300-28-0079 original issue or Revision 1 have been embodied in service. |
| Reason: | <p>Further to the accident of a Boeing 747-131 (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88).</p> <p>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).</p> <p>Under this regulation, all holders of type certificates for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 3,402 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.</p> <p>The replacement of some types of P-clips and improvement of the electrical bonding of the equipment in the fuel tanks are rendered mandatory by this AD.</p> <p>EASA AD 2006-0325, which superseded DGAC AD F-2006-031, was issued for the following reasons:</p> |

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| | <ul style="list-style-type: none"> - to correct the applicability for A310 aeroplanes fitted or not with a trim tank and - to require compliance with the instructions contained in SB A310-28-2142 at Revision 1 which required additional work. <p>Revision 1 of this AD retained the requirements of the original but removed A300-600 aeroplanes from the applicability paragraph. A separate AD 2007-0233 applicable to A300-600 aeroplanes, was issued to require compliance with the instructions contained in SB A300-28-6064 at revision 1</p> <p>For similar reasons as above, revision 2 of this AD retained the requirements of the revision 1 but removed A310 aeroplanes from the applicability paragraph. A separate AD applicable to A310 aeroplanes will be issued to require compliance with the instructions contained in SB A310-28-2142 at revision 3.</p> |
| Effective Date: | 14 October 2010 |
| Required action(s) and Compliance Time(s): | <p>Required before 31 December 2010, unless previously accomplished:</p> <ol style="list-style-type: none"> (1) Remove NSA5516-XXND or NSA5516-XXNJ type P-clips, used in the wing and centre [if any] fuel tanks to retain wiring and pipes, and replace them by NSA5516-XXNF type P-clips in accordance with the instructions of SB A300-28-0081; <p>*A300B2-100 and A300B2-200 series aeroplanes have no centre tank.</p> <ol style="list-style-type: none"> (2) Check the electrical bonding points in the centre tank, and install additional bonding leads and electrical bonding points in the wing and centre fuel tanks, in accordance with the instructions of SB A300-28-0079 Revision 1. |
| Ref. Publications: | <p>AIRBUS Service Bulletins A300-28-0079 original issue or Revision 01, A300-28-0081 original issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> |
| Remarks : | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51). |