

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2007-0233</p> <p>Date: 27 August 2007</p>	
<p>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.</p>		
<p>Type Approval Holder's Name:</p> <p>AIRBUS SAS</p>	<p>Type/Model designations:</p> <p>A300-600 aircraft</p>	
<p>TCDS Number: France No 145</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
<p>ATA 28</p>	<p>Fuel System – Fuel Tank Electrical Bonding – Inspection / Modification [Fuel Tank Safety]</p>	
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>- A300B4-600 and A300C4-600 series aircraft (without trim tank), all serial numbers, except aircraft on which modifications 12226, 12365 and 12308 have been incorporated in production, or AIRBUS Service Bulletin (SB) A300-28-6064 revision 1 and SB A300-28-6068 original issue have been performed in service.</p> <p>- A300B4-600R and A300C4-600R and A300F4-600R series aircraft (fitted with trim tank), all serial numbers, except aircraft on which modifications 12226, 12365, 12308, 12294 and 12476 have been incorporated in production, or SB A300-28-6064 revision 1, SB A300-28-6068 original issue and SB A300-28-6077 original issue or revision 1 have been performed in service.</p>	
<p>Reason:</p>	<p>Further to the accident of a Boeing 747-131 aircraft (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).</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 7,500 pounds (3402 kg) or more, which have received their certification since January 1st, 1958, are required to conduct a design review against</p>	

	<p>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>Note: Initially, EASA AD 2006-0325, which addresses the same unsafe condition, also applied to A300-600 aircraft. The approval holder subsequently introduced additional work at revision 1 of SB A300-28-6064 applicable to A300-600 aircraft.</p> <p>As a result, AD 2006-0325 has been revised to remove A300-600 aircraft from applicability, and this new AD applicable to A300-600 aircraft is issued.</p>
Effective Date:	10 September 2007
Compliance:	<p>Required before 31 December 2010, unless previously accomplished:</p> <p>(1) Remove NSA5516-XXND or NSA5516-XXNJ type P-clips, used in the wing and centre fuel tanks to retain wiring and pipes, and replace them by NSA5516-XXNF type P-clips in accordance with the instructions of SB A300-28-6068; and</p> <p>(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 A300-28-6064 Revision 1;</p> <p>Note: Actions done before the effective date of this AD in accordance with SB A300-28-6064 original issue for aircraft under Config. 05 as defined in the SB are acceptable for compliance with paragraph 2 of this AD.</p> <p>(3) For aircraft fitted with a trim tank, in addition to the actions defined in paragraphs (1) and (2) above, install bonding leads and electrical bonding points in the trim tanks, in accordance with the instructions of SB A300-28-6077.</p>
Ref. Publications:	AIRBUS Service Bulletins A300-28-6064 Revision 1, A300-28-6068 original issue, A300-28-6077 original issue or revision 1; or later approved revisions of these documents.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 25 July 2007 as PAD 07-128 for consultation until 22 August 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD Focal Point - 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, Ph: + 33 5 61 93 36 96, Fax + 33 5 61 93 44 51).