


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0074</p> <p>Date: 16 April 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 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>A300-600 aeroplanes</p>	
<p>TCDS Number : France N° 145</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This AD supersedes EASA AD 2009-0143 dated 28 July 2009.</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>	<ul style="list-style-type: none"> - Airbus A300B4-601, A300B4-603, A300B4-620, A300B4-622 and A300C4-620 aeroplanes models (without trim tank), all serial numbers, except aeroplanes on which all four (4) modifications 12226, 12365, 12490 and 12308 have been incorporated in production, or AIRBUS Service Bulletin (SB) A300-28-6064 Revision 4 and SB A300-28-6068 original issue have been performed in service. - Airbus A300B4-605R, A300B4-622R, A300C4-605R variant F, A300F4-605R and A300F4-622R aeroplanes models (fitted with trim tank), all serial numbers, except aeroplanes on which all six (6) modifications 12226, 12365, 12490, 12308, 12294 and 12476 have been incorporated in production, or SB A300-28-6064 Revision 3 , SB A300-28-6068 original issue and SB A300-28-6077 original issue or Revision 1 have been performed in service. 	
<p>Reason:</p>	<p>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 04 March 2002, and 04/00/02/07/03-L024, dated 03 February 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 aeroplanes with either a passenger capacity of 30 or more, or a payload capacity of 3 402 kg (7 500 lbs) or more which have received their certification since 01 January 1958, are required to conduct a design review against explosion risks. The replacement of some types of P-clips and improvement of</p>	

	<p>the electrical bonding of the equipment in the fuel tanks are rendered mandatory by this AD.</p> <p>Initially, EASA AD 2006-0325, which addressed the same unsafe condition, also applied to A300-600 aeroplanes. Airbus subsequently introduced additional work at Revision 1 of SB A300-28-6064 applicable to A300-600 aeroplanes. As a result, EASA AD 2006-0325 was revised to remove A300-600 aeroplanes from the applicability, and concurrently EASA AD 2007-0233 was issued, applicable to A300-600 aeroplanes. Unfortunately, the 'Applicability' section of EASA AD 2007-0233 was not correctly defined, erroneously deleting one modification in the combination that would exclude aeroplanes from having to comply. Consequently, the AD 2007-0283 was issued, requiring the same actions as AD 2007-0233, which was superseded, but expanded the group of aeroplanes to which AD 2007-0283 applied.</p> <p>Subsequently, an internal review of Airbus SB A300-28-6064 led the manufacturer to correct the figures of the SB. In particular, an additional check of the bonding points in the centre tank was introduced in Revision 03 of Airbus SB A300-28-6064, prompting EASA to issue AD 2009-0143.</p> <p>More recently, another internal review of Airbus SB A300-28-6064 again resulted in corrected figures in the SB. Additional work on the center tank for aeroplanes under Configuration 03 (as defined in the SB) and additional work on the wing tanks for aeroplanes under Configuration 07 have been introduced in Revision 04 of Airbus SB A300-28-6064.</p> <p>For the reason described above, this new AD retains the requirements of EASA AD 2009-0143, which is superseded, and requires the additional work introduced in Revision 04 of Airbus SB A300-28-6064.</p>
Effective Date:	30 April 2010
Required Action(s) and Compliance Time(s):	<p>Required not later than 31 December 2010, unless previously accomplished:</p> <ol style="list-style-type: none"> (1) Remove the NSA5516-XXND and NSA5516-XXNJ type P-clips, used in the wing and centre fuel tanks to retain wiring and pipes, and replace them with NSA5516-XXNF type P-clips in accordance with the instructions of Airbus SB A300-28-6068; and (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 Airbus SB A300-28-6064 at Revision 04. <p>Note 1: Actions done prior to the effective date of this AD in accordance with Airbus SB A300-28-6064 original issue (for aeroplanes under Configuration 05 as defined in the SB only), or in accordance with later approved Revision 01 or Revision 02, are acceptable for compliance with paragraph (2) of this AD.</p> <ol style="list-style-type: none"> (3) For aeroplanes that have already been modified, prior to the effective date of this AD, in accordance with the instructions of SB A300-28-6064 at original issue, Revision 01 or Revision 02 accomplish the additional work in accordance with the instructions of Airbus SB A300-28-6064 at Revision 03. <p>Note 2: An error occurred in Page 7 of Airbus SB A300-28-6064, Paragraph 1.A.(c), Effectivity by MSN and Kit/Configuration. For aeroplanes under Configuration 07, operators should read "Post Mod. 04607 aircraft" instead of "Pre Mod. 04607 aircraft". Consequently, post-modification 04607 aeroplanes under Configuration 07 must be modified in accordance with the SB instructions. The error has been corrected with Revision 04 of Airbus SB A300-28-6064.</p> <ol style="list-style-type: none"> (4) For aeroplanes fitted with a trim tank, in addition to the actions defined in paragraphs (1), (2) and (3) of this AD, install bonding leads and electrical bonding points in the trim tanks, in accordance with the

	<p>instructions of Airbus SB A300-28-6077.</p> <p>(5) For aeroplanes under Configuration 03 (as defined in the SB) that have already been modified, prior to the effective date of this AD, in accordance with the instructions of SB A300-28-6064 at Revision 01 or Revision 02 or Revision 03, accomplish the additional work on the center tank in accordance with the instructions of Airbus SB A300-28-6064 at Revision 04.</p> <p>(6) For aeroplanes under Configuration 07 (as defined in the SB) that have already been modified, prior to the effective date of this AD, in accordance with the instructions of SB A300-28-6064 at original issue, Revision 01 or Revision 02 or Revision 03, accomplish the additional work on the wing tanks in accordance with the instructions of Airbus SB A300-28-6064 at Revision 04.</p>
Ref. Publications:	<p>SB A300-28-6064 Revision 04. SB A300-28-6068 original issue. SB A300-28-6077 original issue or Revision 01.</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. This AD was posted on 27 November 2009 as PAD 09-135 for consultation until 18 December 2009. The Comment Response Document can be found at http://ad.easa.europa.eu. 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).