


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-104</p> <p>Date: 28 September 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Type Approval Holder's Name :	Type/Model designation(s) :
AIRBUS	A300-600 and A300-600ST aeroplanes
TCDS Number :	France No.145 and EASA.A.014
Foreign AD :	Not applicable
Supersedure :	None
ATA 24	Electrical Power – Electrical Installation in Wing Shroud Box – Modification [Fuel Tank Safety]
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	<p>A300-600 aeroplanes, all certified models, all serial numbers, except aeroplanes on which AIRBUS Service Bulletins (SB) A300-24-6102 (AIRBUS modification 13381) have been embodied in service, and</p> <p>A300F4-608ST aeroplanes, all serial numbers, except aeroplanes on which SB A300-24-9012 (AIRBUS modification 19640) have been embodied in service.</p>
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>During improvement of the protection of fuel pump wiring against short-circuit by accomplishment of Airbus Service Bulletin (SB) A300-24-6094, a study led by the manufacturer concluded that the harness, installed through the wing panel needed to be protected to prevent possible damage in case of chafing which could potentially lead to short-circuit.</p>

	For the reasons stated above, this AD requires the replacement of bushes in the hydraulic reservoir panel.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 30 months after the effective date of this AD, install Teflon bushes in the hydraulic reservoir panel at lower LH side in accordance with the instructions of Airbus SB A300-24-6102 or SB A300-24-9012, as applicable to aeroplane type.
Ref. Publications:	AIRBUS Service Bulletins A300-24-6102, A300-24-9012 original issue. The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 26 October 2010 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).