GSAC

Avis d'émission d'une Directive de Navigabilité (AD)* par

[X] **l'EASA, European Aviation Safety Agency**

[ ] **l'autorité primaire d'un matériel étranger**

Les examens ou modifications décrits ou rappelés ci-dessous sont impératifs. La non application des exigences contenues dans la Directive de Navigabilité citée ci-dessous entraîne l'inaptitude au vol de l'aéronef concerné.

(Envoi 08/2006 du 12 avril 2006)

Directive de Navigabilité de l'EASA de référence 2006-0074

AIRBUS

Avions A300, A310 et A300-600

Système carburant - Prévention contre les risques d'explosion -
Câblages système environnant et pompe carburant

Cette Directive de Navigabilité remplace la CN DGAC F-2005-112 R1.

S'agissant d'un avion de plus de 5,7 tonnes de MTOW, il n'est pas proposé de traduction de l'AD jointe.

Nota pour les exploitants et organismes d'entretien d'aéronefs inscrits au registre français :

Si l'AD jointe invite à un contact vers l'autorité primaire de l'AD, contacter le bureau concerné du département certification-produits de l'EASA.

Si pour l'exécution d'une tâche donnée, l'AD jointe se réfère à une qualification de personnel répondant à une réglementation nationale, il est possible de faire intervenir, pour cette tâche, du personnel de qualification équivalente acceptée dans l'Union Européenne.

Si l'AD jointe se réfère à une donnée de navigabilité ou une instruction pour le maintien de la navigabilité (Manuel de Vol, Manuel de Maintenance...) qui n'est pas celle approuvée ou pas celle en vigueur en France ou si l'AD jointe présente une difficulté d'application liée à sa spécificité nationale, exposer le problème auprès du département technique du GSAC (par courriel à "contact@gsac.fr" ou par fax au 01 46 90 48 48) ou auprès du bureau concerné du département certification-produits de l'EASA.

La recopie de cette AD peut avoir dégradé la définition du document présenté. En cas de difficulté à lire certains éléments de cette AD, se reporter à l'AD originale mise à disposition par l'autorité primaire de l'AD.

* Cette AD est exigible au titre du règlement Européen 1702/2003 ou de la Décision n° 2/2003 de l'EASA.

EASA	AIRWORTHINESS DIRECTIVE
	AD No: 2006-0074 **Date: 03 April 2006**

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.

Type Approval Holder's Name:	**Type/Model designations:**
AIRBUS SAS	A300, A310 and A300-600 aircraft

TCDS Number: France No 145

Foreign AD: None

Supersedure: DGAC AD F-2005-112R1 cancelled by its revision 2.

ATA 28	**Fuel system - Prevention of risks of explosion - Wiring of adjacent system and fuel pump**

Manufacturer(s):	AIRBUS SAS, AIRBUS INDUSTRIE
Applicability:	AIRBUS A300, A310 and A300-600 aircraft, all certified models and all serial numbers. Applicability for each of the actions rendered mandatory is defined in paragraph 3 of this Airworthiness Directive (AD) and in the summary table below.

	A300	**A310**	**A300-600**
Action No. 3	**X**		**X**
Action No. 4			**X**
Action No. 5		**X**	**X**
Action No. 6	**X**	**X**	**X**

Note: "**X**" actions applicable to the types of aircraft given in the table.

Reason:	This AD supersedes DGAC AD F-2005-112R1 in order to inform operators that the requirements of actions No.1 and No.2 of AD F-2005-112R1 are cancelled: a new SFAR 88 AD to come will mandate embodiment of SB A300-24-0103, A310-24-2097 and A300-24-6094. Application of these new SB renders application of SB A300-28-0057, A300-28-0070, A310-28-2112, A300-28-6018 and A300-28-6048 null and void.

	Reminder of AD F-2005-112 **1** 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 4th, 2002 and 04/00/02/07/03-L024 of February 3d, 2003, the JAA recommended the application of a similar regulation to the National Aviation Authorities (NAA). 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 (3 402 kg) or more, which have received their certifications since January 1st, 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 were rendered mandatory by AD F-2005-112. **2** Revision 1 of AD F-2005-112 aimed at clarifying the applicability paragraphs of each action mandated in paragraph 3. In Paragraph 4, the wording of reference publications is standardized, that is to say, "R0" is replaced by "original issue".
Effective Date:	12 April 2006.
Compliance:	The actions below are rendered mandatory from the effective date of this AD at original issue, unless already accomplished: **Action No. 1 of F-2005-112R1:** cancelled by this AD. **Action No. 2 of F-2005-112R1:** cancelled by this AD. **Action No. 3:** applicable to A300 aircraft, all certified models and all serial numbers except aircraft on which AIRBUS SB A300-24-0085 original issue up to revision 5 included has been embodied in service and to A300-600 aircraft, all certified models and all serial numbers, except aircraft on which AIRBUS modification 10505 has been embodied in production or on which SB A300-24-6043 original issue up to revision 5 included has been embodied in service. At latest on October 31st, 2007, modify the electrical bundle retaining and protection system, located at wing/fuselage junction, under the flap control screw jack, in accordance with the instructions of SB A300-24-0085 revision 5 or SB A300-24-6043 revision 5. **Action No. 4:** applicable to A300-600 aircraft, all certified models and all serial numbers except aircraft on which AIRBUS modification 11741 has been embodied in production or on which SB A300-28-6056 has been embodied in service. At latest on October 31st, 2007, on RH and LH sides, extend the protective conduits of routes 1P and 2P up to the next support and replace, on thissupport, the two clamps NSA 5516 type by clamps NSA935807 type in accordance with the instructions of SB A300-28-6056. **Action No. 5:** applicable to A310 and A300-600 aircraft, all certified models and all serial numbers except for aircraft on which AIRBUS modification 6478 has been embodied in production or modified in accordance with instructions of SB A310-24-2009 original issue up to revision 3 included or SBA300-24-6004 original issue up to revision 3 included.

	At latest on July 16, 2007: **<u>Inspection required</u>** **1.** Check the condition of the electrical route in accordance with the instructions of SB A310-24-2009 revision 3 or SB A300-24-6004 Revision 3. **2.** According to the results of the inspection, restore the electrical bundles to good condition and replace the nylon clamps by metallic clamps with elastomer lining in accordance with the instructions of SB A310-24-2009 Revision 3 or SB A300-24-6004 Revision 3. The inspection above must be repeated every 24 months until all clamps have been replaced. Note: The replacement of all nylon clamps by metallic clamps with elastomer lining (NSA5516 or MS21919WDE) in accordance with SB A310-24-2009 (from original issue to revision 3 included) or SB A300-24-6004 (from original issue to revision 3 included) cancels the repetitive inspection. **<u>Action No. 6</u>:** applicable to A300 and A310 aircraft, all certified models and all serial numbers except for aircraft on which AIRBUS modification 11763 has been embodied in production or on which SB A300-24-0100 or SB A310-24-2091 has been embodied in service and to A300-600 aircraft, all certified models and all serial numbers except for aircraft on which AIRBUS modification 11763 and 12995 have been embodied in production or on which SB A300-24-6084 has been embodied in service. At latest on October 31st, 2007, improve the quality of the electrical routes in the hydraulic compartment and in the shroud box by replacing nylon clamps of NSA5515 type by metallic clamps with white silicone lining in accordance with the instructions SB A310-24-2091 or by replacing nylon clamps of NSA5515 type by metallic clamps with white silicone lining and/or change location on routes 1P and 2P to improve wiring loom retention in accordance with the instructions of SB A300-24-0100 or SB A300-24-6084.
Ref. Publications:	AIRBUS Service Bulletin A300-24-0085 R5 AIRBUS Service Bulletin A300-24-6043 R5 AIRBUS Service Bulletin A300-28-6056 original issue AIRBUS Service Bulletin A310-24-2009 R3 AIRBUS Service Bulletin A300-24-6004 R3 AIRBUS Service Bulletin A300-24-0100 original issue AIRBUS Service Bulletin A310-24-2091 original issue AIRBUS Service Bulletin A300-24-6084 original issue or later approved revisions.
Remarks:	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-032 for consultation on 15 February 2006 with a comment period until 14 March 2006. No comment was raised during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: <u>ADs@easa.eu.int</u> 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).