


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p style="text-align: center;"><b>AD No.: 2006 - 0076</b></p> <p style="text-align: center;"><b>Date: 03 April 2006</b></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><b>Type Approval Holder's Name:</b></p> <p>AIRBUS SAS</p>	<p><b>Type/Model designations:</b></p> <p>A300, A310, A300-600 and A300-600ST aircraft</p>
<p>TCDS Number: France No 145 &amp; EASA.A.014</p>	
<p>Foreign AD: None</p>	
<p>Supersedure: None</p>	
<b>ATA 28</b>	<p><b>Fuel - Prevention of risks of explosion – Inspection of electrical lines in the wing leading and trailing edges.</b></p>
<p><b>Manufacturer(s):</b></p>	<p>AIRBUS SAS, AIRBUS INDUSTRIE</p>
<p><b>Applicability:</b></p>	<ul style="list-style-type: none"> <li>- AIRBUS A300, A310 and A300-600 aircraft, all certified models and all serial numbers, and AIRBUS,</li> <li>- A300-600ST Beluga aircraft, serial numbers 0001, 0002, 0003, 0004 and 0005.</li> </ul>
<p><b>Reason:</b></p>	<p>Subsequent to the accident to the Boeing 747-131 (flight TWA800), the FAA published SFAR 88 (Special Federal Aviation Regulation 88).</p> <p>In letters referenced 04/00/02/07/01-L296 of March 4th, 2002 and 04/00/02/07/03-L024 of February 3rd, 2003, the JAA recommended the application of a similar regulation to the National Airworthiness Authorities (NAA).</p> <p>Under this regulation, all holders of type certificates for transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 3,402 kg (7,500 pounds) or more, which have received their certifications since January 1st, 1958, are required to conduct a design review against explosion risks.</p>

	Corrective measures intended to improve the explosion risk protection system for the RH and LH wings are rendered mandatory by this Airworthiness Directive (AD).
Effective Date:	12 April 2006.
Compliance:	<p>Unless already accomplished, the following actions are rendered mandatory on the effective date of this AD:</p> <p>Before December 31st, 2009,</p> <ol style="list-style-type: none"> <li>1. Perform a detailed visual inspection of all electrical bundles located in the leading and trailing edges of the RH and LH wings. If necessary, subsequent to the inspection, perform repairs related to the wear of the cables by chafing, to damage of the clamps, to compliance with suitable spacing between the electrical bundles and the surrounding structure and to the condition of the insulating conduits in accordance with the instructions of AIRBUS Service Bulletin (SB) A300-24-0102 or A310-24-2095 or A300-24-6092 or A300-24-9007.</li> <li>2. Transmit the results of the inspection, whatever they are, to AIRBUS.</li> </ol>
Ref. Publications:	AIRBUS Bulletin Service A300-24-0102 original issue AIRBUS Bulletin Service A310-24-2095 original issue AIRBUS Bulletin Service A300-24-6092 original issue AIRBUS Bulletin Service A300-24-9007 original issue or later approved revisions.
Remarks:	<ol style="list-style-type: none"> <li>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.</li> <li>2. This AD was posted as PAD 06-035 for consultation on 15 February 2006 with a comment period until 14 March 2006. No comment was raised during the consultation period.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a>.</li> <li>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).</li> </ol>