Airworthiness Directive

AD No.: 2019-0014

Issued: 29 January 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A300-600, A300-600ST and A310 aeroplanes

Effective Date:	12 February 2019
TCDS Number(s):	EASA.A.172 and EASA.A.014
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2016-0172 dated 23 August 2016.

ATA 24 – Electrical Power – Wing Electrical Installation – Modification

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Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A300-600, A300-600ST and A310 aeroplanes, all certified models, all manufacturer serial numbers.

Definitions:
For the purpose of this AD, the following definitions apply:

The applicable SB: Airbus Service Bulletin (SB) A300-24-6103 Revision 05 dated 20 August 2018, SB A300-24-9014 Revision 02 dated 20 February 2015, and SB A310-24-2105 Revision 02 dated 05 January 2015, as applicable.

Group: Group 1 are A300-600 aeroplanes corresponding to Configuration 1 as defined in the applicable SB.
Group 2 are A300-600 aeroplanes corresponding to Configuration 2 as defined in the applicable SB.
Group 3 are A300-600 aeroplanes corresponding to Configuration 3 as defined in the applicable SB.
Group 4 are A310 aeroplanes.

Reason:

Following publication of Federal Aviation Administration SFAR 88 (Special Federal Aviation Regulation 88), EASA issued AD 2006-0076 requiring inspection and corrective action to improve the explosion risk protection system for the left hand (LH) and right hand (RH) wings on A300, A300-600, A300-600ST and A310 aeroplanes. For A300-600, A300-600ST and A310 aeroplanes, the required detailed visual inspections of electrical bundles located in the leading and trailing edges of the RH and LH wings and a review of the wing electrical installation on the final assembly line have shown that the wing electrical installation does not comply with the minimum distance inspection criteria to the surrounding structure in a few wing locations.

This condition, if not detected and corrected, could lead to damage on the electrical harnesses and on the surrounding structure.

To address this unsafe condition, Airbus developed an improvement of the wing electrical installation to prevent possible chafing and subsequent damage to the electrical harnesses and surrounding structure. Consequently, EASA issued AD 2014-0034 to require installation of new bracket assemblies to ensure the clearance between the wiring and the structure, and installation of protective split sleeves as mechanical protection to the electrical harnesses.

After EASA AD 2014-0034 was issued, during embodiment of Airbus SB A300-24-6103 Revision 02 on an aeroplane, an installation problem was identified, which prompted Airbus to revise SB A300-24-9014 Revision 01, and SB A300-24-6103 Revision 02. In addition, SB Information Transmission (SBIT) 14-0044 Revision 01 was issued to recommend to postpone embodiment of these two SBs, and to wait for the availability of Airbus SB A300-24-9014 Revision 02 and SB A300-24-6103 Revision 03. Subsequently, EASA issued AD 2015-0176, retaining the requirements of EASA AD 2014-0034, which was superseded, and requiring in addition, for A300-600 and A300-600ST aeroplanes only, installation of new bracket assemblies in shroud box (LH and RH side) to ensure adequate clearance between wirings and flap track carriage (LH and RH side).

After EASA AD 2015-0176 was issued, some operators reported that Airbus SB A300-24-6103 Revision 03 could not been implemented, due to missing installation information. Airbus supported the affected operators by providing the necessary installation information, and issued Airbus SB A300-24-6103 at Revision 04 to provide adequate installation information. Consequently, EASA issued AD 2016-0172, retaining the requirement of EASA AD 2015-0176, which was superseded, and requiring additional work for certain A300-600 aeroplanes.

Since EASA AD 2016-0172 was issued, Airbus SB A300-24-6103 Revision 05 was issued to include two sets of additional work which were not clearly defined in Revision 04:

- Additional Work identified as A1 in the applicable SB is related to the installation of spacers to the guide Assembly for Group 1 and Group 3 aeroplanes (these spacers were removed at SB A300-24-6103 Revision 03).
- Additional Work identified as A2 in the applicable SB is related to the modification of the Clamp on the routing on Rib 1 on the passage way to the shroud box LH and RH sides, for Group 3 aeroplanes. SB A300-24-6103 Revision 04 instructed operators to contact Airbus for the clamps installation, and Revision 05 describes this additional work.

For the reason described above, this AD retains the requirements of the EASA AD 2016-0172, which is superseded, and requires implementation of additional work on certain A300-600 aeroplanes.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Modification:

(1) Within 36 months after 19 February 2014 [the effective date of EASA AD 2014-0034], modify the electrical installations in both wings (RH and LH) in accordance with the instructions of the applicable SB.

Retained requirements from AD 2016-0172:

(2) For A300-600 aeroplanes on which Airbus SB A300-24-6103 Revision 02 was embodied and A300-24-6103 Revision 03 was not embodied before 06 September 2016 [the effective date of EASA AD 2016-0172]: Within 48 months after 19 February 2014 [the effective date of EASA AD 2014-0034], modify the electrical installations in both wings (RH and LH) in accordance with the instructions of Airbus SB A300-24-6103 Revision 04.

Credit:

(3) Modification of a Group 4 aeroplane, accomplished before 06 September 2016 [the effective date of EASA AD 2016-0172] in accordance with the instructions of Airbus SB A310-24-2105 at original issue, or at Revision 01, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

(4) Modification of a Group 2 aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-24-6103 at Revision 03, or Revision 04, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

(5) Modification of a Group 1 or Group 3 aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-24-6103 at Revision 04 and on which Airbus SB A300-24-6103 Revision 03 was not embodied, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Additional Work:

(6) For Group 1 and Group 3 aeroplanes on which Airbus SB A300-24-6103 Revision 03 and Revision 04 were embodied before the effective date of this AD: Within 12 months after the effective date of this AD, modify the electrical installations in both wings (RH and LH side), in accordance with the instructions of the additional work identified as A1 in the applicable SB.

(7) For Group 3 aeroplanes on which Airbus SB A300-24-6103 Revision 03 and Revision 04 were embodied before the effective date of this AD: Within 12 months after the effective date of this AD, modify the clamp on the routing on Rib 1 on the passage way to the shroud box, LH and RH side, in accordance with the instructions of the additional work identified as A2 in the applicable SB. A2 additional work details the additional work between SB A300-24-6103 Revision 03 and Revision 05 and is applicable also between SB A300-24-6103 Revision 04 and Revision 05.

Ref. Publications:

Airbus SB A300-24-6103 Revision 04 dated 10 February 2016, or Revision 05 dated 20 August 2018.

Airbus SB A300-24-9014 Revision 02 dated 20 February 2015.

Airbus SB A310-24-2105 original issue dated 20 March 2013, or Revision 01 dated 11 December 2013, or Revision 02 dated 05 January 2015.

Airbus SBIT 14-0044 original issue dated 17 October 2014, or Revision 01 dated 06 February 2015.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 07 November 2018 as PAD 18-148 for consultation until 05 December 2018. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EIAW (Airworthiness Office)
   Email: continued.airworthiness-wb.external@airbus.com.