



# Notification of a proposal to issue an Airworthiness Directive

**PAD No.: 16-105**

**Issued: 15 July 2016**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

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 date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A300-600, A300-600ST and A310 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.172 and EASA.A.014

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2015-0176 dated 25 August 2015.

## ATA 24 – Electrical Power – Wing Electrical Installation – Modification

### Manufacturer(s):

Airbus (formerly Airbus Industrie)

### Applicability:

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

### Reason:

Following publication of FAA 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.

Since EASA AD 2014-0034 was issued, during embodiment of Airbus Service Bulletin (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 A300-24-6103 Revision 02.

Service Bulletin Information Transmission (SBIT) 14-0044 Revision 01 dated 06 February 2015 recommended to postpone embodiment of these two SB's, and to wait for the availability of Airbus SB A300-24-9014 Revision 02 and A300-24-6103 Revision 03.

EASA AD 2015-0176 was issued to supersede EASA AD 2014-0034 and required in addition, for the 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).

Since 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 corrected Airbus SB A300-24-6103 at Revision 04 to provide adequate installation information.

For the reasons described above, this AD retains the requirement of the EASA AD 2015-0176, which is superseded, and requires additional work for certain A300-600 aeroplanes.

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

Required as indicated, unless accomplished previously:

- (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 Airbus SB A300-24-6103 Revision 04, or SB A300-24-9014 Revision 02, or SB A310-24-2105 Revision 02, as applicable to aeroplane model.
- (2) Modification of an A310 aeroplane, accomplished before the effective date of this AD 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.



- (3) Modification of an A300-600 aeroplane, except those corresponding to Configuration 3 as defined in Airbus SB A300-24-6103 Revision 03 or Revision 04, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A300-24-6103 at Revision 03, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.
- (4) For A300-600 aeroplanes corresponding to Configuration 3 as defined in Airbus SB A300-24-6103 revision 03 or Revision 04, and on which Airbus SB A300-24-6103 Revision 03 was embodied before the effective date of this AD, within 36 months after 19 February 2014 [the effective date of EASA AD 2014-0034], contact Airbus for approved repair instructions, and within the compliance time specified in those instructions, accomplish the repair accordingly.

**Ref. Publications:**

Airbus SB A300-24-6103 Revision 03 dated 03 July 2015, or Revision 04 dated 10 February 2016.

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 these documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 29 July 2016.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EIAW (Airworthiness Office)  
Email: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

