

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-171(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A300-600 aircraft

Fuel quantity indicating - Separation of the routes of cables 2S and 2M (ATA 24, 28)

APPLICABILITY:

AIRBUS A300-600 aircraft, all certified models and all serial numbers, except for aircraft on which AIRBUS modification No. 12280 or AIRBUS INDUSTRIE Service Bulletin (SB) A300-28-6066 has been embodied.

REASONS:

Within the scope of the FSSP (Fuel System Safety Program), investigations on the 115 VAC electrical wiring in the RH wing leading edge were conducted by the manufacturer AIRBUS.

The analyses concluded that if a short circuit occurs between the 115 VAC and the cadensicon electrical sensor circuits, significant overheating of the sensor thermistor is possible.

This overheating could reach the fuel vapor self-ignition threshold hence a potential risk of explosion in the RH wing tank.

COMPLIANCE:

Within 4,000 flight hours following the effective date of this Airworthiness Directive, unless already accomplished, in the zone concerned of the RH wing leading edge, separate the routes of the electric cables 2M and 2S in accordance with the instructions of SB A300-28-6066.

REF.: AIRBUS INDUSTRIE Service Bulletin A300-28-6066
Any later approved revision of this SB is acceptable.

EFFECTIVE DATE : APRIL 13, 2002

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April 03, 2002

AIRBUS
A300-600 aircraft

2002-171(B)