

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2015-0176</b></p> <p><b>Date: 25 August 2015</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A300-600, A300-600ST and A310 aeroplanes</p>
TCDS Number:	EASA.A.172
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2014-0034 dated 05 February 2014.
<b>ATA 24</b>	<b>Electrical Power – Wing Electrical Installation - Modification</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300-600, A300-600ST and A310 aeroplanes, all certified models, all manufacturer serial numbers.
Reason:	<p>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.</p> <p>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.</p> <p>This condition, if not detected and corrected, could lead to damage on the electrical harnesses and on the surrounding structure.</p> <p>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.</p> <p>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.</p>

	<p>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.</p> <p>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.</p> <p>For the reasons described above, this AD retains the requirement of the EASA AD 2014-0034, which is superseded, and requires 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).</p>
Effective Date:	08 September 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 36 months after the 19 February 2014 [effective date of the 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 03, or SB A300-24-9014 Revision 02, or SB A310-24-2105 Revision 02, as applicable to aeroplane model.</li> <li>(2) Modification of an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A310-24-2105 at original issue, or Revision 01, is acceptable to comply with the requirements of paragraph (1) of this AD.</li> </ol>
Ref. Publications:	<p>Airbus SB A300-24-6103 Revision 03 dated 03 July 2015.</p> <p>Airbus SB A300-24-9014 Revision 02 dated 20 February 2015.</p> <p>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.</p> <p>Airbus SBIT 14-0044 original issue dated 17 October 2014, or Revision 01 dated 06 February 2015.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 24 July 2015 as PAD 15-098 for consultation until 21 August 2015. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EIAW (Airworthiness Office) E-mail: <a href="mailto:continued.airworthiness-wb.external@airbus.com">continued.airworthiness-wb.external@airbus.com</a> .</li> </ol>