


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0178R1</p> <p>Date: 20 May 2011</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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A310, A300-600 and A300-600ST aeroplanes
TCDS Number :	France N° 145 and EASA.A.014	
Foreign AD :	Not applicable	
Revision :	This AD revises EASA AD 2010-0178, dated 23 August 2010.	
ATA 24, 92		
Electrical Power – Wiring Installation at Pylon/Wing Interface - Modification		
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	A310, A300-600 aeroplanes, all serial numbers and A300F4-608ST aeroplanes, all serial numbers.	
Reason:	<p>An operator reported several cases of wire damages at the pylon/wing interface. Analysis revealed that wire damages are due to installation quality issue resulting from lack of information in installation drawings and job cards.</p> <p>Moreover detailed analysis has highlighted that the Low Pressure Valve (LPV) wires were not segregated by design.</p> <p>Due to design similarities, A310, A300-600 and A300-600ST aeroplanes can be affected, depending on the wire installation in the concerned area.</p> <p>If left uncorrected, the wire chafing could impact fire protection and detection system. It may also induce dormant failure on LPV preventing its closure leading to a permanent and uncontrolled fire (in case of fire ignited upstream the High Pressure Valve (HPV)).</p> <p>For the reasons explained above, this AD required the modification of the electrical installation in the pylon/wing interface to avoid wire damages.</p> <p>Shortly after this AD was issued, it was discovered that Airbus Service Bulletin (SB) A310-24-2106, associated to Airbus modification 13541, contained wrong Low Pressure Valve installation drawings. This makes it impossible for the operators to accomplish the SB instructions. Consequently, Airbus have</p>	

	<p>revised the SB to correct the error.</p> <p>Revision 1 of this AD is issued to require modification 13541 to be incorporated in accordance with the instructions of Airbus SB A310-24-2106 at Revision 1.</p>
Effective Date:	<p>Revision 1: 03 June 2011</p> <p>Original issue: 06 September 2010</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 30 months or 4 000 Flight Hours (FH) after 06 September 2010 [the effective date of the original issue of this AD], whichever occurs first, modify the electrical installation in the pylon/wing interface on left-hand (LH) and right-hand (RH) side by :</p> <ul style="list-style-type: none"> - replacing cable tie by lacing tape, - improving the electrical installation at the level of the electrical ramp, - improving the segregation of both routes of the LPV channels 1 and 2 between LPV connector and ramp, <p>in accordance with the instructions of Airbus Service Bulletin (SB) A310-24-2106 Revision 1, or Airbus SB A300-24-6106 original issue or Airbus SB A300-24-9015 original issue, as applicable to aeroplane models.</p>
Ref. Publications:	<p>Airbus Service Bulletin A310-24-2106 Revision 1.</p> <p>Airbus Service Bulletin A300-24-6106 original issue.</p> <p>Airbus Service Bulletin A300-24-9015 original issue.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 20 July 2010 as PAD 10-076 for consultation until 17 August 2010. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).