


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0084</p> <p>Date: 24 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>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A300, A300-600 and A300-600ST aeroplanes</p>	
<p>TCDS Number : France No 145 and EASA.A.014</p>		
<p>Foreign AD : Not Applicable</p>		
<p>Supersedure : None</p>		
ATA 24	Electrical Power – Fire Shut-Off Valve (FSOV) Bonding Lead and Wiring – Inspection / Repair	
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE).</p>	
<p>Applicability:</p>	<p>Airbus A300 and A300-600 aeroplanes, all certified models, all serial numbers and Airbus A300F4-608ST aeroplanes, all serial numbers.</p>	
<p>Reason:</p>	<p>During a scheduled maintenance check, one operator reported inoperative FSOV. Investigations showed damage at wire located between engine 2 Hydraulic FSOV and wing rear spar, in the zones 575/675, and at bonding lead, located between wing Rib 7A and Rib 8 below Hydraulic Pressure Lines.</p> <p>Similar Inspections on different aeroplanes have shown that one of the causes of damage, is the contact between bonding lead and the harness, due to over length of the bonding lead.</p> <p>As the affected wire is not powered during normal operation, no defect had been detected. The defect was detected when a test was performed on the FSOV during maintenance check by the operator.</p> <p>This condition, in the scope of published FAA SFAR88 and JAA Internal Policy INT/POL/25/12, is considered to be a potential source of sparks in the wing trailing edge area and if not detected, could lead to an uncontrolled engine fire.</p> <p>For the reasons stated above, this AD requires a one-time inspection of the wires located between LH/RH engines Hydraulic FSOV and wing rear spar in the zones 575/675, and the bonding lead that is located between Rib 7A and Rib 8 below Hydraulic Pressure Lines, and corrective actions depending on findings.</p>	
<p>Effective Date:</p>	<p>07 June 2011</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Within 30 months or 4 500 flight hours, whichever occurs first after the effective date of this AD, do a one-time detailed inspection of the FSOV bonding leads and of the wires located on wing rear spar at LH and RH side, in accordance with the accomplishment instructions of Airbus Service Bulletin (SB) A300-24-0106 or SB A300-24-6108 or SB A300-24-9016, as applicable to aeroplane model. (2) If during the inspection as required by paragraph (1) of this AD the length of the bonding lead(s) is more than 80 mm (3.15 in), before next flight, replace the bonding lead(s) with a new bonding lead having a length equal to 80 mm (3.15 in), in accordance with the accomplishment instructions of SB A300-24-0106 or SB A300-24-6108 or SB A300-24-9016, as applicable to aeroplane model. (3) If during the inspection as required by paragraph (1) of this AD, contact(s) and/or chafing(s) is/are found, before next flight, repair the wire(s) in accordance with the accomplishment instructions of SB A300-24-0106 or SB A300-24-6108 or SB A300-24-9016, as applicable to aeroplane model. No further action is required after repair. (4) From the effective date of this AD, do not install any bonding lead with length more than 80 mm, located between LH/RH engine Hydraulic FSOV and wing rear spar in the zones 575/675, unless in compliance with the requirements of this AD.
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletin A300-24-0106 original issue, AIRBUS Service Bulletin A300-24-6108 original issue and AIRBUS Service Bulletin A300-24-9016 original issue, The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 31 January 2011 as PAD 11-009 for consultation until 28 February 2011. The Comment Response Documents can be found at http://ad.easa.europa.eu/. 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).