

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0161</b></p> <p><b>Date: 26 August 2011</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 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><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A300-600 and A300-600ST aeroplanes</p>
<p>TCDS Numbers : France No 145 and EASA.A.014</p>	
<p>Foreign AD : Not Applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 92</b>	<b>Electric and Electronic Common Installation – Right Hand (RH) Wing Wiring in Zone 675 - Modification</b>
<p>Manufacturer(s): AIRBUS (formerly AIRBUS INDUSTRIE).</p>	
<p>Applicability: Airbus A300B4-603, A300B4-605R, A300B4-620, A300B4-622, A300B4-622R, A300C4-605R/F, A300C4-620, A300F4-605R and A300F4-622R aeroplanes, all serial numbers and Airbus A300F4-608ST aeroplanes, all serial numbers.</p>	
<p>Reason:</p> <p>During a scheduled general visual inspection in a zone adjacent to a fuel tank (zone 675) chafing was detected between the autopilot electrical wiring conduit and the wing bottom skin.</p> <p>This condition, in the scope of published FAA SFAR88 and JAA Internal Policy INT/POL/25/12, is considered on ground to be a potential source of explosive condition due to the risk of a spark with electrical wire chafing when flammable vapours are present in the area. If left uncorrected, this condition could lead to an uncontrolled fire.</p> <p>For the reasons described above, this AD requires modification of the wiring installation to improve the routing and the protection of the harnesses in the zone 675/Rib 6 of the Right Hand wing.</p>	
<p>Effective Date: 09 September 2011</p>	

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>Within 30 months or 4 500 flight hours, whichever occurs first after the effective date of this AD, modify the wiring in the zone 675 of the RH wing in accordance with the Accomplishment Instructions of Airbus Service Bulletin (SB) A300-24-6109 or SB A300-24-9017, as applicable to aeroplane type.</p>
Ref. Publications:	<p>AIRBUS SB A300-24-6109 original issue and AIRBUS SB A300-24-9017 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"> <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 26 July 2011 as PAD 11-071 for consultation until 23 August 2011. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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-EAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).</li> </ol>