

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0186 Date: 23 September 2011 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.
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, 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].	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A310 and A300-600 aeroplanes
TCDS Number :	France N° 145
Foreign AD :	Not applicable
Supersedure :	None
ATA 28	Fuel - Fuel Quantity Indication Computer - Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	A310-203, A310-204, A310-221 and A310-222 aeroplanes all manufacturer serial numbers, and A300B4-601, A300B4-603, A300-B4-620, A300B4-622 and A300C4-620 aeroplanes, all manufacturer serial numbers.
Reason:	In view to address the scope of Special Federal Aviation Regulation 88 (SFAR 88) and the equivalent JAA Internal Policy INT/POL/25/12, a safety analysis of Fuel Quantity Indication Computers (FQIC) fitted to Wide Body aeroplanes has been performed. Detailed analysis has shown that on early standard FQIC, Type 1, there is an insufficient gap on the printed circuit board between an 115V supply and a direct path to the Capacitive Density Condensator (Cadensicon). During tests that were carried out applying 115V to the Cadensicon coil, measured temperature levels were in excess of the acceptable level of 200°C. This potential overheating of the Cadensicon coil could be a possible ignition point within the fuel tank. This condition, if left uncorrected, could create an ignition source in the tank vapour space, possibly resulting in a wing fuel tank explosion and consequent loss of the aeroplane. For the reasons explained above, this AD requires the replacement of all Type 1 FQICs with Type 2 FQICs.
Effective Date:	07 October 2011

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 30 months after the effective date of this AD accomplish the following actions: (1.1) Inspect to determine whether a FQIC Type 1, Part Number (P/N) SIC5054 or FQIC Type 1, P/N SIC5051, as applicable to the aeroplane model, is installed on the aeroplane. Instead of inspecting the FQIC Type 1, a review of the aeroplane maintenance records along with any other applicable data is acceptable, provided the P/N of the FQIC Type 1 can be positively determined from that review, or if it can be positively determined that no Type 1 FQIC is installed on the aeroplane. (1.2) If FQIC Type 1, P/N SIC5054 as applicable to Airbus A310 aeroplanes, or FQIC Type 1, P/N SIC5051, as applicable to Airbus A300-600 aeroplanes, is installed on the aeroplane, replace it with FQIC Type 2, P/N SIC5055 or P/N SIC5076 or P/N SIC5082 or P/N SIC5083 as applicable to Airbus A310 aeroplanes or FQIC Type 2, P/N SIC5077 as applicable to Airbus A300-600 aeroplanes and perform the associated wiring modifications in accordance with the Accomplishment Instructions of Airbus Service Bulletins A310-28-2039 Revision 01 or A300-28-6024 Revision 02 as applicable to aeroplane type. (2) After the effective date of this AD, do not install a Type 1 FQIC's P/N SIC5054 or P/N SIC5051 on any aeroplane.
Ref. Publications:	Airbus Service Bulletin A310-28-2039 Revision 01 dated 19 January 2011; Airbus Service Bulletin A300-28-6024 Revision 02 dated 19 January 2011; The use of later approved revisions of these documents is acceptable for compliance with requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 22 August 2011 as PAD 11-090 for consultation until 19 September 2011. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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).