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| EASA | AIRWORTHINESS DIRECTIVE | |
|  | <p>AD No.: 2012-0188</p> <p>Date: 19 September 2012</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>Design Approval Holder's Name: AIRBUS</p> | | <p>Type/Model designation(s): A310 aeroplanes</p> |
| TCDS Number: | France TCDS No 145 | |
| Foreign AD: | Not applicable | |
| Supersedure: | This AD supersedes EASA AD 2011-0005 dated 17 January 2011 | |
| ATA 28 | Fuel – Electric / Electronic Common Installation Fuel System Route 2S - Modification | |
| Manufacturer(s): | Airbus (formerly Airbus Industrie) | |
| Applicability: | A310 aeroplanes, all certified models, all serial numbers | |
| Reason: | <p>Within the scope of the Fuel System Safety Program (FSSP), analyses of the wire routing showed that the route 2S of the fuel electrical circuit in the Right Hand (RH) wing ensures insufficient segregation between fuel quantity indication wires and the 115 Volts Alternating Current (VAC) wires of route 2S which could, under certain conditions, lead to a short circuit and subsequent arcing, creating a potential ignition source in the fuel tank vapour space.</p> <p>This condition, if not detected, could result in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>To address this potential unsafe condition, DGAC France issued AD 2002-578 to require improvements of the design as specified in Airbus Service Bulletin (SB) A310-28-2148 original issue or Revision 01. EASA AD 2007-0230, which superseded DGAC France AD 2002-578, required those same actions, plus additional work 1, as defined in Airbus SB A310-28-2148 Revision 02.</p> <p>Since EASA AD 2007-0230 was issued, an operator reported the possibility of chafing between the new routing of the wire bundle 2S in the RH wing pylon area and the wire bundle of No.2 engine generator. The modification of this zone was introduced by Airbus SB A310-28-2148 Revision 02 as additional work 1. Investigation results showed that, to avoid the risk of chafing, the affected wiring harnesses must be installed at a higher position to provide sufficient clearance with the newly routed wire bundle 2S conduit.</p> <p>Airbus published Revision 03 of SB A310-28-2148 to implement these changes</p> | |

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| | <p>as additional work 2. Subsequently, a new potential interference due to insufficient clearance was found, which prompted Airbus to issue SB A310-28-2148 Revision 04.</p> <p>Prompted by these findings and actions, EASA issued AD 2011-0005, retaining the requirements of EASA AD 2007-0230, which was superseded, and required the additional work 2 as specified in Revisions 03 and 04 of Airbus SB A310-28-2148.</p> <p>Since EASA AD 2011-0005 was issued, several operators of aeroplanes not having been modified in-service through Airbus SB A310-36-2015, or without having Airbus modification 07633 applied in production, reported to have embodied Airbus SB A310-28-2148 at Revision 02 or Revision 03 on the aeroplane. However, the adequate instructions to avoid the new interferences were only introduced in Airbus SB A310-28-2148 Revision 04.</p> <p>For the reasons described above, this new AD retains the requirements of EASA AD 2011-0005, which is superseded, and requires, for certain aeroplanes, the additional work 3 as defined in Airbus SB A310-28-2148 Revision 06. As SB A310-28-2148 Revision 07 was issued to clarify the additional work 1, 2 and 3 for aeroplanes that have previously embodied that SB at original issue, Revision 01 or Revision 02, this AD also clarifies the required additional work.</p> |
| Effective Date: | 03 October 2012 |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) For aeroplanes not yet modified in accordance with the accomplishment instructions of Airbus SB A310-28-2148 (at any revision level) within 4 000 flight hours (FH) after 07 December 2002 [the effective date of DGAC France AD 2002-578], modify the aeroplane by isolating the route 2S of the fuel system in accordance with the instructions of Airbus SB A310-28-2148 Revision 07. (2) For aeroplanes already modified in accordance with the instructions of Airbus SB A310-28-2148 at original issue or Revision 01, and without having Airbus SB A310-36-2015 applied in-service, or without Airbus modification 07633 applied in production, within 6 000 FH or 30 months after 31 January 2011 [the effective date of EASA AD 2011-0005] whichever occurs first, accomplish the additional work identified as "additional work 1, 2 and 3" in accordance with the instructions of Airbus SB A310-28-2148 Revision 07. (3) For aeroplanes already modified in accordance with the instructions of Airbus SB A310-28-2148 at Revision 02 and having had Airbus SB A310-36-2015 applied in-service, or Airbus modification 07633 applied in production, within 1 000 FH after 31 January 2011 [the effective date of EASA AD 2011-0005], accomplish the additional work identified as "additional work 2" in accordance with the instructions of Airbus SB A310-28-2148 Revision 07. (4) For aeroplanes already modified in accordance with the instructions of Airbus SB A310-28-2148 at Revision 02 and without having Airbus SB A310-36-2015 applied in-service, or Airbus modification 07633 applied in production, within 1 000 FH or 12 months, whichever occurs first after the effective date of this AD, accomplish the additional work identified as "additional work 2 and 3" in accordance with the instructions of Airbus SB A310-28-2148 Revision 07. (5) For aeroplanes already modified in accordance with the instructions of Airbus SB A310-28-2148 at Revision 03 and without having Airbus SB A310-36-2015 applied in-service or Airbus modification 07633 applied in production, within 1 000 FH or 12 months, whichever occurs first after the effective date of this AD, accomplish the additional work identified as |

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| | <p>“additional work 3” in accordance with the instructions of Airbus SB A310-28-2148 Revision 07.</p> <p>(6) For aeroplanes modified in-service through Airbus SB A310-36-2015 or modified in production through Airbus modification 07633, and already modified in accordance with the instructions of Airbus SB A310-28-2148 Revision 03 or a later revision, no additional work is required.</p> <p>(7) For aeroplanes without having Airbus SB A310-36-2015 applied in-service, or Airbus modification 07633 applied in production, and already modified in accordance with the instructions of Airbus SB A310-28-2148 at original issue or Revision 01 and further modified by accomplishment of the “additional work 3” in accordance with the instructions of Airbus SB A310-28-2148 at Revision 06, within 6 000 FH or 30 months, whichever occurs first after 31 January 2011 [the effective date of EASA AD 2011-0005], accomplish the additional work identified as “additional work 1 and 2” in accordance with the instructions of Airbus SB A310-28-2148 Revision 07.</p> |
| Ref. Publications: | <p>Airbus SB A310-28-2148 revision 07 dated 13 February 2012.</p> <p>The use of later approved revisions of this document 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. This AD was posted on 26 July 2012 as PAD 12-090 for consultation until 23 August 2012. 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 – EIAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51). |