


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0165</p> <p>Date: 25 July 2013</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 EU 748/2012, Part 21.A.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 n° 145	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 29	Hydraulic Power – Electrical Motor Pump Electrical Routing and Hydraulic Pipes – Modification	
Manufacturer(s):	Airbus (Formerly Airbus Industries)	
Applicability:	Airbus A310 aeroplanes, all certified models, all manufacturer serial numbers on which Airbus Modification No 04797 has been embodied in production or those on which Airbus Service Bulletin (SB) A310-29-2091 has been embodied in service.	
Reason:	<p>An A310 operator reported an electrical arc and a large hydraulic haze in the Left Hand (LH) Main Landing Gear (MLG) wheel bay that occurred during ground operation.</p> <p>The analysis of the occurrence revealed that this was likely caused by chafing between a hydraulic high pressure hose and electrical wiring of the Green Electrical Motor Pump (EMP).</p> <p>This condition, if not detected and corrected, could result in an undetected and uncontrolled fire in the LH MLG wheel bay.</p> <p>For the reason described above, this AD requires modification of the electrical routing and installation of reinforced hydraulic pipes.</p>	
Effective Date:	08 August 2013	

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 36 months after the effective date of this AD, modify the electrical routing of the EMP power supply in the hydraulic bay at frame 54 and replace the union elbows to re-route the delivery pipe of the upper EMP in accordance with the instructions of Airbus SB A310-29-2103.</p>
Ref. Publications:	<p>Airbus SB A310-29-2103 original issue dated 21 December 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 08 July 2013 as PAD 13-071 for consultation until 08 July 2013. 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, E-mail: continued.airworthiness-wb.external@airbus.com.