EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0204 **Date: 06 September 2013** 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 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].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A300, A300-600 and A300-600ST aeroplanes

TCDS Number:	France No 145 and EASA.A.014
Foreign AD:	Not Applicable
Supersedure:	This AD supersedes EASA AD 2011-0084 dated 24 May 2011.

ATA 29 / 24	**Hydraulic Power – Fire Shut-Off Valve Bonding Lead and Wiring – Inspection / Repair**

Manufacturer(s):	Airbus (formerly Airbus Industrie).
Applicability:	Airbus A300 and A300-600 aeroplanes, all certified models, all Manufacturer Serial Numbers (MSN), Airbus A300F4-608ST aeroplanes, all Manufacturer Serial Numbers (MSN).
Reason:	During a scheduled maintenance check, one operator reported inoperative Fire Shut Off Valve (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. 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. This condition, if not detected and corrected, could lead to either : - a potential explosive condition on-ground if the FSOV, that is installed in fuel vapor zone is commanded to close position, or - a temporary uncontrolled engine fire, if combined with a fire event in the nacelle fed by an hydraulic leakage and not controlled by the fire extinguishing system. As the affected wire is not powered during normal operation, no defect can be detected unless a test is performed on the FSOV during maintenance check. EASA issued AD 2011-0084 which required a one-time inspection of the wires

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<tr><td></td><td>located between 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.

It appeared that the original issue of the Airbus inspection Service Bulletins (SB's) as well as EASA AD 2011-0084 might have caused possible misunderstandings on the exact bonding leads and wires that are required to be inspected.

For the reasons described above, this AD retains the requirements of EASA AD 2011-0084, which is superseded, and requires additional work on aeroplanes that have already been inspected in accordance with the instructions of the original issue of the SB's.</td></tr>
<tr><td>Effective Date:</td><td>20 September 2013</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:

(1) Within the compliance time defined in table 1 of this AD, accomplish a one-time detailed inspection of the FSOV bonding leads and of the wires located on wing rear spar in accordance with the instructions of Airbus SB A300-24-0106 Revision 01, SB A300-24-6108 Revision 01, or SB A300-24-9016 Revision 01, as applicable to aeroplane model.

<u>Table 1:</u> Compliance time
<table><tr><th>Aeroplane configuration</th><th>Compliance time</th></tr><tr><td>Not yet inspected in accordance with the instructions of Airbus SB A300-24-0106 original issue, SB A300-24-6108 original issue, or SB A300-24-9016 original issue, as applicable to aeroplane model</td><td>Within 30 months or 4 500 flight hours (FH) after the 07 June 2011 (the effective date of EASA AD 2011-0084), whichever occurs first</td></tr><tr><td>Already inspected in accordance with the instructions of Airbus SB A300-24-0106 original issue, SB A300-24-6108 original issue, or SB A300-24-9016 original issue, as applicable to aeroplane model</td><td>Within 30 months or 4 500 FH after the effective date of this AD, whichever occurs first</td></tr></table>
(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 instructions of Airbus SB A300-24-0106 Revision 01, SB A300-24-6108 Revision 01, or SB A300-24-9016 Revision 01, as applicable to aeroplane model.

(3) If, during the inspection as required by paragraph (1) of this AD, contact or chafing are found, before next flight, repair the affected wire in accordance with the instructions of Airbus SB A300-24-0106 Revision 01, SB A300-24-6108 Revision 01, or SB A300-24-9016 Revision 01, as applicable to aeroplane model.

(4) After 07 June 2011 (the effective date of EASA AD 2011-0084), do not install on any aeroplane a bonding lead with a length of more than 80 mm between the engine Hydraulic FSOV and wing rear spar in the zones 575/675.</td></tr>
<tr><td>Ref. Publications:</td><td>Airbus SB A300-24-0106 original issue dated 09 July 2010 or Revision 01 dated 26 March 2013.

Airbus SB A300-24-6108 original issue dated 09 July 2010 or Revision 01 dated 26 March 2013.

Airbus SB A300-24-9016 original issue dated 09 July 2010 or Revision 01</td></tr>
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	dated 26 March 2013. The use of later approved revisions of these documents is acceptable for compliance with the 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 25 July 2013 as PAD 13-105 for consultation until 22 August 2013. No comments were received during the consultation period. 3. Enquiries regarding this PAD 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 PAD, please contact: AIRBUS SAS – EIAW (Airworthiness Office) E-mail: continued.airworthiness-wb.external@airbus.com.