


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-004</p> <p>Date: 06 January 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Type Approval Holder's Name :	Type/Model designation(s) :
AIRBUS	A310 aeroplanes
TCDS Number: France N° 145	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2007-0230 dated 15 August 2007.	
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 shown that the route 2S of the fuel electrical circuit in the RH wing must be modified in order to ensure better segregation between fuel quantity indication wires and the 115 VAC wires of route 2S.</p> <p>This condition, if not corrected, could result in short circuits leading to arcing, and possible fuel tank explosion.</p> <p>To address this unsafe condition, DGAC France issued AD 2002-578(B) 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 EASA AD 2007-0230, which superseded DGAC France AD 2002-578(B), required those same actions, plus additional work as defined in Airbus SB A310-28-2148 Revision 02.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 with the new routing of the wire bundle 2S in the RH wing pylon area to the generator wire bundle of engine 2. The modification of this zone was introduced by A310-28-2148 Revision 02 as additional work. Investigation 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 has published Revision 03 of SB A310-28-2148 to describe these changes.</p>

	For the reasons described above, this new AD retains the requirements of EASA AD 2007-0230, which is superseded, and requires the additional work as specified in Revision 03 of Airbus SB A310-28-2148.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished:</p> <p>(1) For aeroplanes not yet modified in accordance with the instructions of Airbus SB A310-28-2148 original issue, Revision 01 or revision 02: Within 4 000 flight hours (FH) after 07 December 2002 [the effective date of DGAC France AD 2002-578], isolate the route 2S of the fuel system in accordance with the instructions of Airbus SB A310-28-2148 Revision 03.</p> <p>(2) For aeroplanes already modified in accordance with the instructions of Airbus SB A310-28-2148 original issue or Revision 01: Within 6 000 FH or 30 months, whichever occurs first after 29 August 2007 [the effective date of EASA AD 2007-0230], accomplish the additional work as defined in Airbus SB A310-28-2148 Revision 03.</p> <p>(3) For aeroplanes already modified in accordance with the instructions of Airbus SB A310-28-2148 Revision 02: Within 6 000 FH or 30 months, whichever occurs first after 29 August 2007 [the effective date of EASA AD 2007-0230], accomplish the additional work identified "additional work 2" as defined in Airbus SB A310-28-2148 Revision 03.</p> <p>Note: For pre-mod 07633 aeroplanes, reference to SBIT SEMB/914.0372/09 should be made before accomplishment of the additional work as defined in Airbus SB A310-28-2148 Revision 03.</p>
Ref. Publications:	<p>Airbus SB A310-28-2148 Revision 03.</p> <p>The use of later approved revisions of this document is acceptable for compliance with requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 03 February 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).