


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0188</p> <p>Date: 19 August 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>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A310 aeroplanes
TCDS Number:	France No. 145
Foreign AD:	Not applicable
Supersedure:	None
ATA 28	Fuel – Fuel Quantity Indicator Probes – Inspection / Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A310-304, A310-308, A310-322, A310-324 and A310-325 aeroplanes, all manufacturer serial numbers on which Airbus Modification (Mod.) no. 12248 has been embodied.
Reason:	<p>Airbus investigations on A300 aeroplanes revealed insufficient clearance between the Fuel Quantity Indicator (FQI) probes and adjacent structure or metallic components in the wing fuel tanks. A300-600 and A310 aeroplanes are also affected as they are identical in design.</p> <p>This condition, if not detected and corrected, could lead to electric arcing in a fuel tank in case of lightning strike, which could result in ignition and consequent fire or explosion in the fuel tank.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A300-28-0080, SB A300-28-6065 and SB A310-28-2145 and DGAC France issued AD 2000-455-322 to cover A300 aeroplanes and AD 2002-170 to cover A300-600 and A310 aeroplanes (both ADs were later revised).</p> <p>Since those ADs were issued, further analysis showed that they do not cover all potentially affected aeroplanes: A310 aeroplanes with optional Mod. no. 12248 embodied were excluded from the applicability of DGAC France AD 2002-170(B), but are potentially affected, and therefore addressed through this AD.</p> <p>For the reasons described above, this AD requires a one-time inspection of the affected aeroplanes for sufficient clearance between FQI probes and adjacent structure / metallic parts and, depending on findings, modification of the FQI probes.</p>
Effective Date:	02 September 2013

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 30 months after the effective date of this AD, accomplish a one-time inspection of the clearance between the FQI probes, located in the Trimmable Horizontal Stabilizer tank, and adjacent structure or metallic components in accordance with the instructions of Airbus SB A310-28-2145. (2) If, during the inspection as required by paragraph (1) of this AD, the clearance of an FQI probe is found to be below the minimum allowed, before next flight, modify each affected FQI probe in accordance with the instructions of Airbus SB A310-28-2145.
<p>Ref. Publications:</p>	<p>Airbus SB A310-28-2145 original issue dated 21 August 2001, or Revision 01 dated 04 March 2003.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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 17 July 2013 as PAD 13-099 for consultation until 14 August 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), Email: continued.airworthiness-wb.external@airbus.com.