

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2013-0193</b></p> <p><b>Date: 23 August 2013</b></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><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A300, A300-600 and A300-600ST aeroplanes</p>
TCDS Numbers:	France No. 145 and EASA.A.014
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 28</b>	<b>Fuel – Outer Tank Sensor Harness – Inspection / Modification</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300, A300-600 and A300-600ST aeroplanes, all certified models, all manufacturer serial numbers.
Reason:	<p>During a scheduled maintenance check on an A300 aeroplane, chafing was found on the surge tank overflow sensor harness. The harness was found to contact the Magnetic Fuel Level Indicator (MFLI) canister.</p> <p>Prompted by these findings, DGAC France issued AD 1999-404-293 to require modification of the harness routing in accordance with the instructions of Airbus SB A300-28-0058 or SB A300-28-6020, as applicable to aeroplane model.</p> <p>Since that AD was issued, maintenance work on modified A300-600 aeroplanes revealed some chafing of the harness, creating a potential contact between the electrical wire and fuel tank structure. Investigations have shown that although measures were taken to prevent contact of the harness with the MFLI (through modification 04489), the installation can be subject to human error. As the MFLI is integral to the access panel in this location, any potential contact with the harness (as a result of incorrect installation) is hidden.</p> <p>This condition, if not detected and corrected, could lead to electrical arcing, possibly resulting in a fuel tank explosion and loss of the aeroplane. To address this potential unsafe condition, Airbus issued SB A300-28-0091 for A300 aeroplanes, SB A300-28-6109 for A300-600 aeroplanes and A300-28-9022 for A300-600ST aeroplanes.</p> <p>For the reasons described above, this AD requires a one-time inspection of the harness and, depending on findings, corrective actions, as well as replacement of angle brackets by error-proof harness brackets.</p>

Effective Date:	06 September 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 30 months after the effective date of this AD, accomplish a one-time visual inspection of the outer tank sensor harness between ribs 26 and 27 in accordance with the instructions of Airbus SB A300-28-0091, SB A300-28-6109 or SB A300-28-9022, as applicable to aeroplane model.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, any previous repairs are identified or braid and wire insulation is found damaged with conductor exposed, before next flight, contact Airbus for approved repair instructions and, within the compliance time defined in those instructions, accomplish the repair accordingly.</li> <li>(3) If, during the inspection as required by paragraph (1) of this AD, braid and wire insulation is found damaged without conductor exposed, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A300-28-0091, SB A300-28-6109 or SB A300-28-9022, as applicable to aeroplane model.</li> <li>(4) Concurrent with the inspection as required by paragraph (1) of this AD, provided that no damage was found, or before next flight after the accomplishment of corrective actions as required by paragraph (2) or (3) of this AD, as applicable, install modified and error-proof angle brackets attached to stringer 15 between ribs 26 and 27 in accordance with the instructions of Airbus SB A300-28-0091, SB A300-28-6109 or SB A300-28-9022, as applicable to aeroplane model.</li> </ol>
Ref. Publications:	<p>Airbus SB A300-28-0091 original issue dated 05 March 2013.  Airbus SB A300-28-6109 original issue dated 05 March 2013.  Airbus SB A300-28-9022 original issue dated 20 March 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 25 July 2013 as PAD 13-106 for consultation until 22 August 2013. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:  AIRBUS SAS – EIAW (Airworthiness Office)  Email: <a href="mailto:continued.airworthiness-wb.external@airbus.com">continued.airworthiness-wb.external@airbus.com</a></li> </ol>