


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-106</p> <p>Date: 25 July 2013</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.</p> <p>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>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A300, A300-600 and A300-600ST aeroplanes
TCDS Numbers: France No. 145 and EASA.A.014	
Foreign AD: Not applicable	
Supersedure: None	
ATA 28	Fuel – Outer Tank Sensor Harness – Inspection / Modification
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>

	For the reasons described above, this AD requires a one-time inspection of the harness and, depending on findings, corrective action, as well as replacement of angle brackets by error-proof harness brackets.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<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 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 A300-6109 or SB A300-9022, as applicable to aeroplane model. (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 accomplish those instructions accordingly. (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 A300-6109 or SB A300-9022, as applicable to aeroplane model. (4) Concurrent with the inspection as required by paragraph (1) of this AD, provided that no damage was found, or before next flight after 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 A300-6109 or SB A300-9022, as applicable to aeroplane model.
Ref. Publications:	<p>Airbus SB A300-28-0091 original issue dated 05 March 2013.</p> <p>Airbus SB A300-28-6109 original issue dated 05 March 2013.</p> <p>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"> 1. This Proposed AD will be closed for consultation on 22 August 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive 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 – EIAW (Airworthiness Office) Email: continued.airworthiness-wb.external@airbus.com