


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0175</p> <p>Date: 18 August 2010</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 EC 1702/2003, Part 21A.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>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A310, A300-600 and A300-600ST aeroplanes</p>
TCDS Number :	France No 145 and EASA A.014
Foreign AD :	Not applicable
Supersedure :	This AD supersedes EASA AD 2008-0055, dated 05 March 2008
ATA 28	Fuel – Fuel Level Sensor Amplifier (FLSA) and Multi Tank Indicator (MTI) Wiring – Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A310 aeroplanes, all certified models, all manufacturer serial numbers (MSN);</p> <p>Airbus A300-600 aeroplanes, all certified models, all MSN; and</p> <p>Airbus A300F4-608ST aeroplanes, all MSN</p>
Reason:	<p>One operator experienced failures of four Fuel Level Sensor-Amplifier (FLSA) and Multi Tank Indicators (MTI) units. FLSA and MTI failures have been identified as having been caused by incorrect connector sleeves materials fitted to the MTI units.</p> <p>Degradation of the electrical insulation sleeves of the Low-level indication lamps on the MTI of the flight deck can cause a short circuit that might result in high voltage being conveyed to the high and low level sensors in the wing tanks. This condition, if not corrected, could cause the level sensor to heat above acceptable limits, possibly resulting in fuel tank explosion, and consequent loss of the aeroplane.</p> <p>As an interim action, EASA AD 2008-0055 was issued requiring the accomplishment of wiring modifications to protect the FLSA and the Flight Warning Computers from 115V AC and 28V DC short circuits within the cockpit MTI.</p> <p>EASA AD 2009-0144 which required the replacement of the affected sensors and their harness connectors with modified units in accordance with the instructions of Airbus Service Bulletin (SB) A300-28-6095 at original issue or</p>

	<p>SB A300-28-9013 at original issue, as applicable, was further on cancelled because the installation of the new inner tank fused low-level sensors was not possible, due to interference between some sensors and a fuel pipe at connector level.</p> <p>Airbus SB A300-28-6095 and SB A300-28-9013 have been revised to clear this interference. The replacement of the affected sensors and their harness connectors according to the instructions of these SBs is now possible.</p> <p>This AD supersedes AD 2008-0055 and introduces the following actions :</p> <ul style="list-style-type: none"> - expanding of the applicability to A310 aeroplanes; and - replacement of the cockpit MTI with a MTI with silicone sleeves and to re-instate the low level warning indication to the cockpit MTI; and - replacement of the affected sensors and their harness connectors by fused level sensor units for A300-600 and A300-600ST aeroplanes.
Effective Date:	01 September 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously :</p> <p>(1) For A300-600 aeroplanes on which Airbus modification 06213 has been embodied in production and for A300-600ST aeroplanes, <u>Within 24 months after the effective date of this AD.</u></p> <p>(1.1) Replace the cockpit MTI in accordance with the instructions defined in Airbus SB A300-28-6101 or SB A300-28-9015, as applicable to aeroplane model;</p> <p>(1.2) Thereafter, replace the high level, low level and overflow sensors, and their harness connectors, with fused sensors and new harness connectors in accordance with the instructions defined in Airbus SB A300-28-6095 Revision 1 or SB A300-28-9013 Revision 1, as applicable to aeroplane model;</p> <p>(1.3) After the accomplishment of the instructions of paragraph (1.1) and (1.2) of this AD, re-instate the low level warning indication to the cockpit MTI in accordance with the instructions defined in Airbus SB A300-28-6103 Revision 01 or SB A300-28-9017 at original issue, as applicable to aeroplane model.</p> <p>(2) For A300-600 aeroplanes on which Airbus modification 06213 has <u>not</u> been embodied in production, <u>Within 24 months after the effective date of this AD.</u></p> <p>(2.1) Replace the cockpit MTI in accordance with the instructions defined in Airbus SB A300-28-6101;</p> <p>(2.2) Thereafter, re-instate the low level warning indication to the cockpit MTI in accordance with the instructions defined in Airbus SB A300-28-6103 Revision 01;</p> <p>(2.3) After the accomplishment of the instructions of paragraph (2.1) and (2.2) of this AD, replace the high level, low level and overflow sensors, and their harness connectors, with fused sensors and new harness connectors in accordance with the instructions defined in Airbus SB A300-28-6095 Revision 1.</p> <p>(3) For A310 aeroplanes, <u>Within 24 months after the effective date of this AD.</u> replace the cockpit MTI in accordance with the instructions defined in Airbus SB A310-28-2167;</p> <p>(4) Re-instatement of the low level warning indication to the cockpit MTI accomplished before the effective date of this AD in accordance with the</p>

	<p>instructions defined in Airbus SB A300-28-6103 at original issue is considered acceptable for compliance with the requirements of paragraphs (1.3) or (2.2) of this AD, as applicable.</p> <p>(5) After the effective date of this AD do not install any MTI on aeroplane in the cockpit location unless modified in accordance with Smiths Vendor SB 1404KID-28-466 or 1406KID-28-467 or 1410KID-28-468 or 1420KID-28-469 or Airbus SB A310-28-2167 or SB A300-28-6101 or SB A300-28-9015, as applicable</p>
Ref. Publications:	<p>Airbus Service Bulletin A300-28-6101 at original issue Airbus Service Bulletin A310-28-2167 at original issue Airbus Service Bulletin A300-28-9015 at original issue Airbus Service Bulletin A300-28-6103 at original issue or Revision 1 Airbus Service Bulletin A300-28-9017 at original issue Airbus Service Bulletin A300-28-6095 Revision 1 Airbus Service Bulletin A300-28-9013 Revision 1 Smith Vendor Service Bulletin 1404KID-28-466 original issue or Revision 1 Smith Vendor Service Bulletin 1406KID-28-467 original issue or Revision 1 Smith Vendor Service Bulletin 1410KID-28-468 original issue or Revision 1 Smith Vendor Service Bulletin 1420KID-28-469 original issue or Revision 1</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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 16 July 2010 as PAD 10-074 for consultation until 13 August 2010. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification 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 – EAW (Airworthiness Office, Telephone : + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51)