
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/116 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

**AD/A320/116
Amdt 1**

Wing Fuel Boost Pump Wiring

6/2002

Applicability: All Model A319/A320/A321 aeroplanes without both Airbus Industrie modifications 30861 and 31612 embodied or Airbus Industrie Service Bulletin (SB) A320-28-1093 incorporated.

Requirement: 1. If not previously accomplished, revise the Limitations Section of the Aeroplane Flight Manual (AFM) by inserting the following:

FUEL SYSTEM

In case any wing fuel tank fuel pump circuit breaker 1QA, 2QA, 7QA or 8QA is tripped, do not re-engage.

This may be accomplished by inserting a copy of this Directive or the revised Temporary Revision 2.04.00/31 into the AFM.

2. If wing fuel tank pump circuit breaker 1QA, 2QA, 7QA or 8QA trips, either:

- a. remove the applicable fuel pump fairing and perform visual inspections of the following to detect any damage caused by electrical arcing and, if necessary, carry out the rectification specified in sub-paragraphs 2.a.(i), 2.a.(ii) or 2.a.(iii).
 - (i) Electrical wiring - If any damage to the wiring is detected replace the wire with new wire or repair it in accordance with the Aircraft Wiring Manual (AWM), Electrical Standard Practices Manual (ESPM), Chapter 20.
 - (ii) Fairing - If any damage to the fairing is detected replace the fairing with a new serviceable fairing using the appropriate installation and sealing procedures.
 - (iii) Wing skin within the fairing area - If any damage to the wing structure is detected repair the damaged structure in accordance with the aircraft Structural Repair Manual (SRM) or another approved method.

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AD/A320/116 Amdt 1 (Continued)

Caution: When replacing the fairing following the inspection, ensure that fuel boost pump wiring is not pinched or otherwise damaged. Incorrect replacement of the fairing could cause damage to the wiring.

or,

- b. ensure that the applicable circuit breaker cannot be reset by collaring the circuit breaker (ie secure the circuit breaker in the open position by a positive means).

Note 1: If the Requirement 2.b. option is adopted, the aircraft may be dispatched in accordance with an approved MEL (based on associated DGAC MMEL 28-21).

3. If a circuit breaker is collared opened in accordance with Requirement 2.b. carry out the Requirement 2.a. inspection.
4. If any damage is detected during the Requirement 2.a. inspections submit a report to Airbus Industrie including the following details:
 - a. description of the damage found,
 - b. aeroplane serial number,
 - c. total number of landings,
 - d. total time in service (hours), and
 - e. details of the last maintenance actions performed on the fuel boost pump and/or fairing.
5. Modify the engine feed pump electrical harness and underwing fairings in accordance with SB A320-28-1093 and remove the AFM amendment introduced by Requirement 1.

Note 2: DGAC AD 2002-221(B) refers.

Compliance: For Requirement 1 - Remains unchanged as 'Within ten days after the effective date of the original issue of this Directive'.

For Requirement 2 - Before further flight unless SB A320-28-1093 has been incorporated in accordance with Requirement 5.

For Requirement 3 - Within ten days of the circuit breaker being collared open in accordance with Requirement 2.b.

For Requirement 4 - Within ten days after accomplishing the Requirement 2.a. inspection.

For Requirement 5 - Before 30 April 2004.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/116 Amdt 1 (Continued)

This Amendment becomes effective on 13 June 2002.

Background: The original issue of this Directive superseded AD/A320/111, clarified the inspection requirements and allowed despatch of the aircraft with wing fuel tank pumps rendered inoperable. AD/A320/111 was issued to limit the risk of electrical arcing between the wing fuel tank boost pump wiring and the wing structural skin by the introduction of an AFM limitation.

This Amendment introduces terminating action for Requirements 1 and 2.

The original issue of this Airworthiness Directive became effective on 28 February 2001.



James Coyne
Delegate of the Civil Aviation Safety Authority

3 May 2002