
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/127 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CASR 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/A320/127 Fuel Quantity Indication System Wiring 10/2004 **Amdt 2**

Applicability: Model A319, A320, and A321 series aeroplanes, except those on which Airbus Industrie Modification 28289 has been embodied during production or Airbus Industrie Service Bulletin (SB) A320-92-1007 Revision 8 has been incorporated whilst in service.

Requirement: Install additional protective conduits and new supports to ensure physical route segregation between the low voltage wire bundles of the fuel quantity indicating system (FQIS) and the high voltage wire bundles of the ground power control unit (GPCU) in accordance with Airbus Service Bulletin A320-92-1007 Revision 8 or later revision approved by the DGAC.

A319 and A320 aeroplanes that have incorporated SB A320-92-1007 at its original issue, or Revisions 1, 2, 3, 4, 5, 6 or 7, prior to the effective date of this Amendment, comply with the requirements of this Directive.

A321 aeroplanes that have incorporated SB A320-92-1007 at its original issue, or Revisions 6, prior to the effective date of this Amendment, comply with the requirements of this Directive.

Note: DGAC AD F-2004-044 R1 (EASA approval 2004-8065) and AD F-2004-129 (EASA approval 2004-8058) refer.

Compliance: Before 5 August 2005.

This Amendment becomes effective on 30 September 2004.

Background: The original issue of this Directive required modification of wiring route to improve the segregation between the low voltage wire bundles of the FQIS and the high voltage wire bundles of the GPCU in accordance with SB A320-92-1007, original issue or Revisions 1,2 or 3. These actions were intended to prevent injection of 115 volt alternating current (VAC) into 28 volt direct current (VDC) wire bundles, which could damage fuel tank equipment.

Amendment 1 followed the issue of a revised DGAC Directive and contained minor amendments giving credit for incorporation of later issues of service bulletins.

Amendment 2 follows the issue of a revised DGAC Directive and contains clarification of credit given for incorporation of earlier service bulletins.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/127 Amdt 2 (continued)

Amendment 1 of this Airworthiness Directive became effective on 5 August 2004.

The original issue of this Airworthiness Directive became effective on 4 October 2001.

A handwritten signature in black ink, appearing to read 'Gary Carr', written in a cursive style.

Gary J Carr
Delegate of the Civil Aviation Safety Authority

13 August 2004