
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/168 and issues the following AD under subregulation 39.001(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/A320/168
Amdt 1

Fuel Pump Bonding

13/2010

Applicability: Airbus A320-111, -211, -212 and 231 model aeroplanes as follows:

All manufacturers serial numbers (MSN), except aeroplanes that had Airbus modification 21088 or 21999 incorporated during production or Airbus Service Bulletin A320-28-1008 Revision 1 or later revision approved by the French Direction Générale de l'Aviation Civile (DGAC) embodied whilst in service, and

MSN 91 to 113 and MSN 140 to 189 inclusive that have not had SB A320-28-1054 embodied whilst in service.

- Requirement:
1. **For aeroplanes without Airbus modification 21088 or 21999** - Modify the cables and the structure around the fuel pumps in accordance with SB A320-28-1008 Revision 1 or later revision approved by the DGAC.
 2. **For aeroplanes MSN 91 to 113 and MSN 140 to 189** - Inspect the cables and structure around the fuel pumps and, if necessary, correct any anomalies in accordance with SB A320-28-1054 or later revision approved by the DGAC.

Note: DGAC AD F-2005-031 (EASA Approval 2005-1376) refers.

Compliance: For Requirements 1 and 2 - Remains unchanged as before 31 December 2009.

This Airworthiness Directive becomes effective on 14 July 2010.

Background: Following the TWA800 in flight incident the United States Federal Aviation Administration issued Special Federal Aviation Regulation (SFAR) 88. The European Joint Aviation Authorities adopted similar regulations to SFAR 88 requiring a design review against fuel tank explosion risks.

Amendment 1 corrects a typographical error in the requirements MSN range.



Mike Higgins
Delegate of the Civil Aviation Safety Authority

1 July 2010