
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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/A320/176****Centre Fuel Tank Bonding****7/2005**

Applicability: Airbus A320 and A321 series aeroplanes, all serial numbers, except aeroplanes that had Airbus modification 23645 incorporated during production or either Airbus Service Bulletin A320-28-1055 original issue dated 12 July 1993 or Revision 1 dated 8 March 1994 embodied whilst in service.

Requirement: Install a bonding lead between the low pressure valve and the adjacent pipe assembly in accordance with SB A320-28-1055 Revision 1 or later revision approved by the French Direction General de l'Aviation Civile (DGAC).

Note: DGAC AD F-2005-058 (EASA Approval 2005-3065) refers.

Compliance: Before 31 December 2009.

This Airworthiness Directive becomes effective on 7 July 2005.

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.

This Directive mandates the installation of additional electrical bonding between the low pressure valve and the adjacent pipe assembly and is a consequence of this design review.



James Coyne
Delegate of the Civil Aviation Safety Authority

19 May 2005