
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/A320/180 Amdt 1 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/A320/180
Amdt 2****Fuel Tank Decals****6/2007
DM**

Applicability: AIRBUS A319-100 series and A320-200 series, all certified models, serial numbers (MSN) 928, 934, 936, 938, 945, 946, 947, 950, 951, 964, 965, 969, 971, 972, 973, 976, 977, 978, 979, 981, 982, 984, 985, 988, 989, 990, 992, 994, 997, 998, 1002, 1003, 1005, 1014, 1016, 1018, 1026, 1028, 1029, 1030, 1031, 1033, 1035, 1037, 1038, 1039, 1046, 1047, 1049, 1050, 1051, 1054, 1057, 1058, 1059, 1062, 1063, 1064, 1068, 1071, 1074, 1076, 1077, 1084, 1085, 1090, 1093, 1095, 1096, 1097, 1098, 1101, 1103, 1104, 1105, 1110, 1111, 1113, 1115, 1119, 1120, 1122, 1124, 1126, 1128, 1130, 1135, 1136, 1138, 1142, 1143, 1147, 1154, 1155, 1156, 1157, 1159, 1160, 1162, 1163, 1165, 1166, 1169, 1171, 1173, 1179, 1181, 1184, 1187, 1189, 1191, 1194, 1196, 1200, 1201, 1205, 1208, 1209, 1210, 1211, 1213, 1217, 1221, 1222, 1224, 1225, 1231, 1244, 1245, 1246, 1247, 1248, 1249, 1251, 1252, 1253, 1263, 1264, 1265, 1267, 1268, 1269, 1274, 1279, 1280, 1282, 1287, 1289, 1290, 1292, 1295, 1297, 1300, 1308, 1309, 1311, 1315, 1318, 1319, 1326, 1328, 1329, 1335, 1336, 1343, and 1346,

This AD is not applicable to the aircraft incorporating Airbus Service Bulletin (SB) A320-28-1149 at any Revision status.

Requirement: 1. Unless already accomplished, insert in the aircraft Minimum Equipment List (MEL), the Temporary Revision (TR) of the A318/319/320/321 MMEL (Master Minimum Equipment List) No 01-28/01Z issue 01, which states that the aircraft is not authorized to fly with one pump inoperative, and comply with this Requirement.

Note 1: This MMEL TR will be introduced in the next MMEL general revision.

2. In the event of a pump failure, inspect the failed pump, the other pump located in the same half wing and their canister, and carry out any necessary rectifications in accordance with the instructions of Airbus SB A320-28-1102 Revision 2 or later DGAC approved revisions.
3. Unless already accomplished, inspect the 4 wing pumps and canisters, and carry out any necessary rectifications in accordance with the instructions of Airbus SB A320-28-1102 Revision 2 or later DGAC approved revisions.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/180 Amdt 2 (continued)

The aircraft incorporating Airbus SB A320-28-1102 Revision 1 are considered compliant to Requirement 3.

4. Repeat the inspection detailed in Requirement 3 of this AD.
5. Unless already accomplished, inspect fuel tanks, and carry out necessary rectifications in accordance with the instructions of Airbus SB A320-57-1117 Revision 2 or later DGAC approved revisions.

The aircraft incorporating Airbus SB A320-57-1117 Revision 1 are considered compliant to Requirement 5.

6. Inspect fuel tanks, and carry out necessary rectifications in accordance with the instructions of Airbus SB A320-57-1117 Revision 2 or later DGAC approved revisions; and install new fuel strainers in accordance with the instructions of Airbus SB A320-28-1149 original issue or later DGAC approved revisions.

Terminating Action:

Compliance with Requirement 6 is considered satisfactory terminating action from the inspection requirements of this AD.

Note 2: EASA AD No. 2006-0236R1 dated 9 March 2007 refers. This AD supersedes EASA AD 2006-0236 original issue.

Compliance:

1. Within 10 days from the effective date of this AD.
2. Before further flight, after the effective date of this AD.
3. Within 600 flight hours, after the effective date of this AD.
4. Aircraft NOT incorporating SB A320-57-1117 Revision 1, Revision 2 or later DGAC approved revisions:

Repetitively, at intervals not to exceed 600 flight hours.

Aircraft incorporating SB A320-57-1117 Revision 1, Revision 2 or later DGAC approved revisions:

Repetitively, at intervals not to exceed 3,000 flight hours.

5. All aircraft in the applicability list, other than MSN 982, 1051 and 1083:

Prior to 30th July 2011.

Aircraft MSN 982, 1051 and 1083:

Within 162 months from first entry into service of the aircraft.

Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/180 Amdt 2 (continued)

6. Within 162 months from first entry into service of the aircraft.

This Amendment becomes effective on 30 April 2007.

Background: On one A320 aircraft, labels were found floating in the fuel tank of the wing. These flexible plastic labels are stuck to the wing structure to identify rib numbers and manhole fastener references. The varnish coating and adhesive deteriorate in contact with fuel and the labels become detached. Floating labels in the fuel tank could be ingested by the fuel pumps which could lead to failure of the pump.

The original issue of this AD addressed the identified unsafe condition by mandating an operational limitation, a repetitive inspection of fuel pumps and a repetitive inspection of fuel tanks.

Amendment 1 of this AD enlarged the applicability to include MSN 982, 1051 and 1083, made reference to the latest revision status of the service documents and mandated the installation of new fuel strainers. The installation of new fuel strainers provides terminating action to the inspections detailed in this AD.

Amendment 2 removes from the applicability those aircraft which were found not to be originally marked with the labels concerned by this AD.

The original issue of this AD became effective on 20 July 2005.

Amendment 1 of this AD became effective on 15 March 2007.



David Punshon
Delegate of the Civil Aviation Safety Authority

23 April 2007