 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2004-173		Distribution: B	Issue date: October 27, 2004	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>		
<p align="center">No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</p>					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A320 aircraft		
Type certificate(s) No. 180 TCDS No 180					
ATA chapter: 28, 24		Subject: Fuel system - Prevention against explosion risks - Electrical cables			

1. EFFECTIVITY:

AIRBUS A320 aircraft, all certified models, all serial numbers, except aircraft that have received AIRBUS modification 22626 in production or AIRBUS Service Bulletin (SB) A320-24-1062 at Revision 5 in service.

2. REASONS:

Further to the accident of a Boeing 747-131 aircraft (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88).


In their letters referenced 04/00/02/07/01-L296, dated March 4th, 2002 and 04/00/02/07/03-L024, dated February 3rd, 2003, the JAA recommended the application of a similar regulation (Interim Policy 25/12) to the National Aviation Authorities (NAA).

Under this regulation, all holders of type certificates for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 7,500 pounds (3402 kg) or more, which have received their certification since January 1st, 1958, are required to conduct a design review against explosion risks.

This Airworthiness Directive (AD), which renders mandatory the modification of the cable routes of the trailing edge, aft of the rear spar and wing tip, is a consequence of this design review.

3. MANDATORY ACTION AND COMPLIANCE TIME:

No later than December 31st, 2009, install insulator to the "S" cable routes of the trailing edge, aft of the rear spar and wing tip in accordance with the instructions of SB A320-24-1062 Revision 5.

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4. **REFERENCE PUBLICATION:**

AIRBUS Service Bulletin A320-24-1062 R5.
Any later approved revision of this document is acceptable.

5. **EFFECTIVE DATE:**

November 06, 2004.

6. **REMARK:**

For questions concerning the technical content of the requirements of this AD, contact:
AIRBUS SAS - Office of Airworthiness - EAS - Fax: 33 5 61 93 44 51.

7. **APPROVAL:**

This AD is approved under EASA reference No 2004-10570 dated October 20, 2004.

SUPERSEDED