


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008-0051R1</p> <p>Date: 14 April 2010</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A320 aeroplanes</p>	
<p>TCDS Number : EASA.A.064</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises and replaces EASA AD 2008-0051 dated 05 March 2008, which superseded DGAC France AD F-2004-173, EASA Approval No. 2004-10570.</p>		
<p>ATA 28, 24</p>	<p>Fuel / Electrical Power - Prevention of Fuel Tank Explosion Risks - Electrical Cables - Modification</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, and A320-233 aeroplanes, all certified models, all serial numbers, except aeroplanes that have received Airbus modification 22626 in production or Airbus Service Bulletin (SB) A320-24-1062 at Revision 06 in service.</p>	
<p>Reason:</p>	<p>Further to the accident of a Boeing 747-131 aeroplane (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88).</p> <p>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 aeroplanes with either a passenger capacity of 30 or more, or a payload capacity of 7 500 pounds (3 402 kg) or more, which have received their certification since 01 January 1958, are required to conduct a design review against explosion risks.</p> <p>DGAC France AD F-2004-173 was issued to require the modification of the cable routes of the trailing edge, aft of the rear spar and wing tip, in accordance with the instructions of Airbus SB A320-24-1062 Revision 05.</p> <p>However, additional work introduced by Airbus SB A320-24-1062 Revision 05 was not included as part of the normal accomplishment instructions, and therefore this additional work may not have been accomplished.</p> <p>For this reason EASA issued AD 2008-0051, retaining the requirements of</p>	

	<p>DGAC France AD F-2004-173 (EASA Approval No. 2004-10570), which was superseded, and required the accomplishment of the additional work in accordance with the instructions of Airbus SB A320-24-1062 Revision 06.</p> <p>This AD has been revised to reduce the applicability of this AD and to clarify that the accomplishment of Airbus SB A320-24-1062 Revision 05, including the instructions referenced as “additional work” in paragraph 3.B.(3) or 3.B.(4) of that SB, as applicable to aeroplane configuration, constitutes an acceptable method of compliance with the requirements of this AD.</p>
Effective Date:	<p>Revision 1: 28 April 2010</p> <p>Original issue : 19 March 2008</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) No later than 31 December 2009, install insulators to the “S” cable routes of the trailing edge, aft of the rear spar and wing tip in accordance with the instructions of Airbus SB A320-24-1062 Revision 06.</p> <p>(2) Accomplishment, prior to 19 March 2008 [the effective date of the original issue of this AD], of :</p> <ul style="list-style-type: none"> - Airbus SB A320-24-1062 at original issue, or at Revision 01, 02, 03, 04, or 05 and - the instructions referenced as “additional work” in paragraph 3.B.(3) or 3.B.(4) of Airbus SB A320-24-1062 at Revision 05, as applicable to aeroplane configuration, <p>is considered an acceptable method of compliance with the requirements of paragraph (1) of this AD.</p>
Ref. Publications:	<p>Airbus Service Bulletin A320-24-1062 Revision 06.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 19 November 2007 as PAD 07-210 for consultation until 17 December 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAS. E-mail: account.airworth-eas@airbus.com.