

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0133</p> <p>Date: 18 July 2012</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>A318, A319, and A320 aeroplanes</p>	
<p>TCDS Number : EASA.A.064</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<p>ATA 28</p>	<p>Fuel System – Centre Tank Fuel Pump Control Circuit – Modification</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, and A320-233 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 150736 has been embodied in production.</p>	
<p>Reason:</p>	<p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the FAA published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) published Interim Policy INT/POL/25/12.</p> <p>In the framework of these requirements, EASA have determined that the electrical power supply circuits of certain fuel pumps, installed on A320 family aeroplanes, for which the canisters become uncovered during normal operation, could, under certain conditions, create an ignition source in the tank vapour space.</p> <p>This condition, if not corrected, could result in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus developed a modification which includes installing Ground Fault Interrupters (GFI) into the centre tank fuel pump control circuit, providing additional system protection by electrically isolating the pump in case of a ground fault condition downstream of the GFI.</p> <p>For the reasons described above, this AD requires modification of the centre tank fuel pump control circuit by installing GFI.</p>	
<p>Effective Date:</p>	<p>01 August 2012</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Within 48 months after the effective date of this AD, modify the centre tank fuel pump control circuit by installing GFI, in accordance with the accomplishment instructions of Airbus Service Bulletin (SB) A320-28-1188. (2) From the effective date of this AD, or after modification of the centre tank fuel pump control circuit by installation of a GFI, as applicable, each time a GFI fails an operational test (Maintenance Review Board Report task number 28.18.00/10 or AMM task 281800-710-801), before next flight, replace the faulty GFI, or deactivate the associated fuel pump, in accordance with the provisions of the applicable Master Minimum Equipment List (MMEL), item 28.21.02 "Centre tank fuel pump".
<p>Ref. Publications:</p>	<p>Airbus SB A320-28-1188 at original issue dated 23 March 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of the AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 23 May 2012 as PAD 12-051 for consultation until 20 June 2012. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.