

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2008 - 0051 Date: 05 March 2008
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.	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A318, A319, A320 and A321 aircraft
TCDS Number: EASA A.064	
Foreign AD: Not applicable	
Supersedure: DGAC AD F-2004-173, EASA Approval No. 2004-10010	
ATA 28, 24	Fuel / Electrical Power Prevention of Fuel Tank Explosion Risks - Electrical Cable Modification
Manufacturer(s)	AIRBUS (known as AIRBUS INDUSTRIE)
Applicability	AIRBUS A318, A319, A320 and A321 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 6 in service.
Reason	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 (3 402 kg) or more, which have received their certification since January 1st, 1958, are required to conduct a design review against explosion risks. DGAC Airworthiness Directive (AD) F-2004-173 was issued to render mandatory the modification of the 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. However, additional work introduced by SB A320-24-1062 Revision 5 was not included as part of the normal accomplishment instructions, and therefore this additional work may have not been accomplished. This AD supersedes DGAC AD F-2004-173 and mandates the accomplishment of the additional work, as per SB A320-24-1062 Revision 6.
Effective Date:	19 March 2008
Compliance:	No later than 31 December 2009, install insulator to the "S" cable route of the trailing edge, aft of the rear spar and wing tip in accordance with the instructions of SB A320-24-1062 Revision 6. Previous accomplishment of : - SB A320-24-1062 at original issue or at Revision 1, 2, 3 or 4, and - the additional work as per paragraph 3.B. of SB A320-24-1062 at Revision 5 is considered as an acceptable means of compliance with the requirements of this AD.
Ref. Publications:	AIRBUS Service Bulletin A320-24-1062 Revision 6. The use of later approved revisions is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted as PAD 07-210 for consultation on 19 November 2007 with comment period until 17 December 2007. No comments were received during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - 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 .