

EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	PAD No.: 07 - 210 Date: 19 November 2007
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 France AD F-2004-173, EASA Approval No. 2004-10570	
ATA 28, 24	Fuel / Electrical Power - Prevention against Explosion Risks - Electrical Cables - Modification
Manufacturer(s):	AIRBUS (formerly 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, necessary additional work introduced by SB A320-24-1062 Revision 5 was not included as part of the normal accomplishment instructions, but was only documented in the transmittal sheet. Therefore this additional work may have not been accomplished. This omission is corrected in SB A320-24-1062 Revision 6. This AD supersedes DGAC AD F-2004-173 and mandates the accomplishment of this additional work, as per SB A320-24-1062 Revision 6.
Effective Date:	Proposed: 14 days after final AD issue date.
Compliance:	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 6. Accomplishment of : - SB A320-24-1062 at original issue, or at Revision 1, 2, 3, 4 or 5, and - the additional work specified in the Transmittal Sheet of SB A320-24-1062 at Revision 5 is considered as an acceptable mean to comply 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. The closing date for comments is 17 December 2007. 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 Fax +33 5 61 93 44 51, E-mail: airworth-eas@airbus.com.