


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-033</p> <p>Date: 23 April 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A318, A319, A320 and A321 aeroplanes</p>
<p>TCDS Number: EASA.A.064</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes DGAC France AD F-2005-108 (EASA approval 2005-6026) dated 28 June 2005.</p>	
ATA 28	Fuel System – Magnetic Fuel Level Indicators – Inspection / Replacement / Repair
<p>Manufacturer(s): Airbus (formerly Airbus Industrie)</p>	
Applicability:	<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, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.</p>
Reason:	<p>In 2005, several in-service occurrences were reported of finding wear and/or detachment of the top stop of magnetic fuel level indicators (MFLI), either observed during tank maintenance activities, or on MFLI returned to the MFLI manufacturer. The investigation results indicated that the wear of the top stop retaining 'S' shaped wire had been caused by repetitive impact with the float, resulting in complete detachment of the top stop.</p> <p>This condition, if not detected and corrected, could lead an MFLI top stop to come into contact with a probe, which could, in the event of a lightning strike, create an ignition source in the fuel tank vapour space, possibly resulting in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>DGAC France issued AD F-2005-108 (EASA approval 2005-6026) to require identification (by inspection) and replacement of the affected metallic MFLI (3508802-xx series with the 'S' shaped retaining wire) with a metallic MFLI with the top stop retained by a 'trapped wire', or with a composite MFLI.</p> <p>Since that AD was issued, it has been identified that the inspection procedure (visual check) detailed in Airbus Service Bulletin (SB) A320-28-1138 was not</p>

	<p>fully effective, and that affected MLFI could still be fitted on aeroplanes which have passed the inspection in accordance with the instructions of this SB.</p> <p>For the reasons described above, this AD, which supersedes DGAC France AD F-2005-108, requires a one-time inspection (improved method) to identify the type of MFLI installed and, depending on findings, replacement or repair, as applicable. This AD also prohibits the installation of the affected MLFI on any aeroplane as replacement parts.</p>											
Effective Date:	[TBD: 14 days after final AD issue date]											
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) At the next scheduled fuel tank entry after the effective date of this AD, or within 49 000 flight hours after 16 July 2005 [the effective date of DGAC France AD F-2005-108], whichever occurs later, perform a special detailed inspection of the wing tank to determine which type of MLFI are installed in accordance with the instructions of Airbus SB A320-28-1209. <p>A review of aeroplane maintenance records is acceptable to make this determination, in lieu of the instructions of Airbus SB A320-28-1209 , provided that the P/N and the type of the installed MLFI can be conclusively identified from that review.</p> <ol style="list-style-type: none"> (2) If a MFLI, identified as required by paragraph (1) of this AD, is installed with the 'S' shaped lock-wire design and / or with a Part Number (P/N) listed in Table 1 of this AD, within the compliance time defined in paragraph (1) of this AD, replace the affected MLFI with a serviceable part and accomplish the corrective actions (repair), as applicable, in accordance with the instructions of Airbus SB A320-28-1209. (3) Aeroplanes on which Airbus modification (mod) 27496 has been embodied in production, and on which no wing tank MFLI replacement has been made since first flight, are not affected by the requirement of paragraph (1) of this AD. (4) After the effective date of this AD, do not install on any aeroplane a MFLI with a P/N listed in Table 1 of this AD, <p style="text-align: center;">Table 1 – Affected MFLI Part Numbers</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>35808802-24</td></tr> <tr><td>35808802-25</td></tr> <tr><td>35808802-26</td></tr> <tr><td>35808802-27</td></tr> <tr><td>35808802-28</td></tr> <tr><td>35808802-34</td></tr> <tr><td>35808802-39</td></tr> <tr><td>35808802-74</td></tr> <tr><td>35808802-75</td></tr> <tr><td>35808802-76</td></tr> <tr><td>35808802-91</td></tr> </table> <p>Note: The affected MLFI have the 'S' shaped lock-wire design.</p>	35808802-24	35808802-25	35808802-26	35808802-27	35808802-28	35808802-34	35808802-39	35808802-74	35808802-75	35808802-76	35808802-91
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35808802-75												
35808802-76												
35808802-91												
Ref. Publications:	<p>Airbus SB A320-28-1209 original issue dated 12 December 2011.</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. This Proposed AD will be closed for consultation on 21 May 2012.2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu.3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.
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