	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-173</b>	Distribution: <b>B</b>	Issue date: <b>October 26, 2005</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>
<b>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.</b>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A319 and A320 aircraft</b>		
Type certificate(s) No. <b>180</b> TCDS No <b>180</b>				
ATA chapter: <b>28</b>	Subject: <b>Fuel system - Prevention against explosion risks - Dry running fuel pump</b>			

### 1. **EFFECTIVITY:**

AIRBUS A319 and A320 aircraft, all certified models, all serial numbers, that have received AIRBUS modifications 20024 in production (installation of a center tank), except aircraft that have received AIRBUS modification 24373 in production or AIRBUS Service Bulletin (SB) A320-28-1059 at original issue or Revision 1, 2, 3, 4, 5 or 6 in service.

### 2. **REASONS:**

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 4<sup>th</sup>, 2002 and 04/00/02/07/03-L024, dated February 3<sup>rd</sup>, 2003, the JAA recommended the application of a similar regulation to the National Aviation Authorities (NAA).

Under this regulation, all holders of type certificates for transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 7,500 pounds (3402 kg) or more, which have received their certification since January 1<sup>st</sup>, 1958, are required to conduct a design review against explosion risks.

This Airworthiness Directive (AD), which renders mandatory the modification of the wires to the pump control of the center tank to avoid its running at low pressure, is a consequence of this design review.

### 3. **MANDATORY ACTION AND COMPLIANCE TIME:**

Within 20 months following the effective date of this AD, modify the wires to the pump control of the center tank, in accordance with the instructions of SB A320-28-1059 Revision 6.

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**4. REFERENCE PUBLICATION:**

Service Bulletin AIRBUS A320-28-1059 Revision 6  
Any later approved revision of this document is acceptable.

**5. EFFECTIVE DATE:**

November 05, 2005.

**6. REMARK:**

For questions concerning the technical content of the requirements of this AD, contact:  
AIRBUS SAS - Office of Airworthiness - EAS - Fax: 33 5 61 93 44 51.

**7. APPROVAL:**

This AD is approved under EASA reference No 2005-6368 dated October 18, 2005.