EASA	AIRWO
X	AD No.: 2010-0027
	Date: 19 February
É	Note: This Airworthiness E Regulation (EC) No 216/20 and of the European third of 66 of that Regulation.
This AD is issued in accorda the continuing airworthiness may operate an aircraft to v Airworthiness Directive unles Authority of the State of Regis	nce with EC 1702/2003, Part 21A. of an aircraft shall be ensured by which an Airworthiness Directive a s otherwise specified by the Agen stry [EC 216/2008, Article 14(4) exe

RWORTHINESS DIRECTIVE

bruary 2010

rthiness Directive (AD) is issued by EASA, acting in accordance with No 216/2008 on behalf of the European Community, its Member States ean third countries that participate in the activities of EASA under Article tion.

Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, nsured by accomplishing any applicable ADs. Consequently, no person Directive applies, except in accordance with the requirements of that the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the 14(4) exemption].

Type Approval He	older's Name :	Type/Model designation(s) :
AIRBUS		A321 aeroplanes
TCDS Number :	EASA.A.064	
Foreign AD :	Not applicable	
Supersedure :	None	
ATA 28	Fuel – Fuel Tank Ha	rness Ring Tags – Inspection
Manufacturer(s):	Airbus (formerly Airbus	Industrie)
Applicability:	Airbus A321 aeroplanes, -211, -212, -231 and -232 models, manufacturer serial numbers :	
	3051, 3067, 3070, 307	5, 3081, 3098, 3106, 3112, 3120, 3126 and 3130.
Reason:	A manufacturing quality the under-crimping of r	non-conformity has been identified that resulted in ng tags on a batch of In-tank Fuel Harnesses.
	The affected ring tags a Wing Tank harness ins	are used to join individual electrical wires in the tallations to in-tank equipment on QT circuit.
	The failure of a one or disconnection of the ele ends can contact the ta equipment surface prot in a fuel tank and conse	more ring tag crimp connections may result in the ectrical wire with a possibility that the loose wire ink structure. When combined with a loss of ection this constitutes a potential source of ignition equent danger of fire or explosion.
	This AD requires a one tags and performance of	-time inspection to check the integrity of the ring of corrective actions as necessary.
Effective Date:	05 March 2010	

Required action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: At the next maintenance opportunity of tank opening, or within 600 Flight Hours after the effective date of this AD, whichever occurs first, inspect the ring tags of the wing tank harnesses (QT circuit) for integrity and apply the associated corrective actions in accordance with the instructions of Airbus Service Bulletin A320-28A1173.	
Ref. Publications:	Airbus Service Bulletin A320-28A1173 at original issue.	
	The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.	
Remarks:	 If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 	
	 The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 	
	 Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: <u>ADs@easa.europa.eu</u>. 	
	 For any questions 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: <u>account.airworth-eas@airbus.com</u>. 	