	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-058</b>	Distribution: <b>B</b>	Issue date: <b>April 13, 2005</b>	Page : <b>1/2</b>
	<b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	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>A320 and A321 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 - In tank bonding</b>			

#### 1. **EFFECTIVITY:**

AIRBUS A320 and A321 aircraft, all certified models, all serial numbers, except aircraft that have received AIRBUS modification 23645 in production or AIRBUS Service Bulletin (SB) A320-28-1055 at original issue or Revision 1 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>h</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 passenger 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 installation of a bounding lead between the low pressure valve and the adjacent pipe assembly, is a consequence of this design review.

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

Before December 31<sup>st</sup>, 2009, install a bounding lead between the low pressure valve and the adjacent pipe assembly, in both left and right wing, in accordance with the instructions of SB A320-28-1055 Revision 1.

#### 4. **REFERENCE PUBLICATION:**

AIRBUS Service Bulletin A320-28-1055 Revision 1  
Any later approved revision of this document is acceptable.

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5. **EFFECTIVE DATE:**

April 23, 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 2005-3065 dated April 05, 2005.