 <b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	<b>AIRWORTHINESS DIRECTIVE</b>  <b>No F-2005-108</b>	Distribution:  <b>B</b>	Issue date:  <b>July 06, 2005</b>	Page :  <b>1/2</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>A318, A319, 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 - Magnetic fuel level indicator (MFLI)</b>			

### 1. **EFFECTIVITY:**

AIRBUS A318, A319, A320 and A321 aircraft, all certified models and serial numbers that are equipped with MFLI PN: 3508802-24, 3508802-25, 3508802-26, 3508802-27, 3508802-28, 3508802-34, 3508802-39, 3508802-74, 3508802-75, 3508802-76 or 3508802-91.

Aircraft on which no replacement of MFLI has been performed since embodiment of AIRBUS modification 27496 in production are not affected by the requirements of this Airworthiness Directive (AD).

### 2. **REASONS:**

Some cases of detachment of the top-stops of the MFLI have been reported.


Analysis has shown that the top-stop of MFLI is retained with S-shaped lock-wire that degrades up to rupture. A detached top-stop if in contact with a gauging probe could constitute a potential source of ignition in the event of lightning strike.

For such reason, this AD renders mandatory the replacement of the MFLI listed in above paragraph 1.

### 3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

Before December 31, 2010 or within 6500 Flight Hours from this AD effective date, whichever occurs first, replace MFLI PN 3508802-24, 3508802-25, 3508802-26, 3508802-27, 3508802-28, 3508802-34, 3508802-39, 3508802-74, 3508802-75, 3508802-76 or 3508802-91 in accordance with the instructions given in AIRBUS Service Bulletin (SB) A320-28-1138.

**Note:** SB A320-28-1138 provides an inspection method to determine the type of MFLI that is installed on the aircraft if not recorded on a/c documentation.

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**4. REFERENCE PUBLICATION:**

AIRBUS Service Bulletin A320-28-1138  
(Any further approved revision of this document is acceptable).

**5. EFFECTIVE DATE:**

July 16, 2005.

**6. REMARK:**

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

**7. APPROVAL:**

This AD is approved under reference No EASA.A.AD.01004 dated June 28, 2005.