


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No : 2006 - 0176</p> <p style="text-align: center;">Date: 26 June 2006</p>	
<p>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.</p>		
<p>Type Approval Holder's Name : AIRBUS</p>	<p>Type/Model designation(s) : A318, A319, A320 and A321 aircraft</p>	
<p>TCDS Number : EASA.A.064</p>		
<p>Foreign AD : None</p>		
<p>Supersedure : DGAC F-2005-028, EASA approval No. 2005-1373</p>		
<p>ATA 28</p>	<p>Fuel system – Prevention against Explosion Risks – In Tank Bonding</p>	
<p>Manufacturer:</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>AIRBUS A318, A319, A320 and A321 aircraft, all certified models, all serial numbers (MSN), except aircraft that have received AIRBUS modification 31892 in production or AIRBUS Service Bulletin (SB) A320-28-1104 revision 03 in service.</p>	
<p>Reason:</p>	<p>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 4th, 2002 and 04/00/02/07/03-L024, dated February 3rd, 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 1st, 1958, are required to conduct a design review against explosion risks. As a result, DGAC Airworthiness Directive (AD) F-2005-028 was issued on February 16th 2005 to mandate SB A320-28-1104 at original issue.</p>	

	<p>Subsequently, it was noticed that some bonding points were omitted in SB A320-28-1104 from revision 00 to revision 02. Therefore, a revision 03 has been issued to correct this discrepancy.</p> <p>This AD supersedes and cancels DGAC AD F-2005-028, and mandates SB A320-28-1104 revision 03.</p>
Effective Date:	10 July 2006
Compliance:	<p>1. For aircraft on which SB A320-28-1104 has <u>not</u> been embodied :</p> <p>Before December 31st, 2009, modify the electrical bonding of all structure and systems installed inside the fuel center tank, in accordance with the instructions of SB A320-28-1104 revision 03.</p> <p>2. For aircraft on which SB A320-28-1104 revision 00, 01 or 02 has been embodied :</p> <p>Before December 31st, 2012, modify the electrical bonding of all structure and systems installed inside the fuel center tank, in accordance with the instructions of SB A320-28-1104 revision 03.</p>
Ref. Publications:	AIRBUS Service Bulletin A320-28-1104 Revision 03 or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-126 for consultation on 15 May 2006 with a comment period until 06 June 2006. No comment was raised during consultation period. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS - Fax 33 5 61 93 44 51