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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A320/106 Amdt 2 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### Airbus Industrie A319, A320 and A321 Series Aeroplanes

**AD/A320/106  
Amdt 3**

**Fuel Tank Electrical Bonding**

**7/2002**

**Applicability:** Model A319, A320 and A321 series aeroplanes, all serial numbers, which do not have Airbus Modification 27150 and 27955 incorporated during production or Airbus Industrie Service Bulletin (SB) A320-28-1077 Revision 4 embodied.

Model A321-211 and A321-231 series aeroplanes, serial numbers (MSN) 633, 663, 666, 668, 677, 680, 687, 715, 725, 775, 781, 808, 815, 823, 841 and 852 without Airbus Modification 27472 incorporated during production or Airbus Industrie SB A320-28-1079 embodied.

**Requirement:** 1. **Model A319, A320 and A321 series aeroplanes** - Improve the electrical bonding by reworking the bonding bolts and installing additional electrical bonding leads within the fuel tanks in accordance with SB A320-28-1077 Revision 4.

Accomplishment of SB A320-28-1077 Revisions 1, 2 or 3 is considered an acceptable means of compliance provided that the additionally works required by SB A320-28-1077 Revision 4 at rib 15 is completed.

2. **Model A321-211 and A321-231 series aeroplanes** - Modify the bonding in the additional centre fuel tank (ACT) in accordance with SB A320-28-1079.

*Note: DGAC France AD 2002-202(B) refers.*

**Compliance:** Remains unchanged as 'Before 31 December 2004'.

This Amendment becomes effective on 11 July 2002.

**Background:** During a scheduled inspection of an Airbus Industrie A300 fuel tank, evidence of a possible electrical discharge was found. Whilst it has not been possible to confirm that an electrical discharge occurred, the cause may have been the degradation of the electrical bonding leads within the fuel tanks. The degradation included corrosion, rupture and bad electrical contact. The fuel tanks on Airbus Industrie A319, A320 and A321 aeroplanes are of the same design as the fuel tanks on the A300 and are therefore subject to the same risk of an internal electrical discharge occurring.

## Airbus Industrie A319, A320 and A321 Series Aeroplanes

AD/A320/106 Amdt 3 (Continued)

The original issue of this Directive required the introduction of modified electrical bonding within the fuel tanks, to alleviate the risk of electrical discharges occurring.

Amendment 1 clarified the requirement by ensuring the rework of the bonding bolts was also addressed.

Amendment 2 required the completion of additional work for those aircraft incorporating SB A320-28-1077 at the original issue.

This Amendment clarified the extra work required by Amendment 2 and introduced additional requirements (modification of bonding in ACT fuel tanks) for certain A321-211 and A321-231 aeroplanes.

The original issue of this Airworthiness Directive became effective on 23 March 2000.

Amendment 1 became effective on 19 April 2001.

Amendment 2 became effective on 21 March 2002.



James Coyne  
Delegate of the Civil Aviation Safety Authority

31 May 2002