

EASA considerations, leading to the decision to adopt Federal Aviation Administration (FAA) AD 2019-23-04

On 31 December 2019, the FAA issued [AD 2019-23-04](#), applicable to certain Boeing 727 aeroplanes, if equipped with Boeing body-mounted auxiliary fuel tanks.

That AD required modification of the fuel quantity indicating system (FQIS) to prevent development of an ignition source inside the body-mounted auxiliary fuel tanks due to electrical fault conditions. As an alternative to modification, the AD allowed deactivating the body-mounted auxiliary fuel tanks.

At the time of the review of FAA AD 2019-23-04, EASA was not in possession of sufficient data to allow determination of an unsafe condition to support the required actions of FAA AD 2019-23-04. Consequently, EASA decided to suspend the adoption of the AD until further justification information was obtained. Decision dated 23 January 2020 refers.

Since that Decision was published, the existence of an FAA document recording clarifications from the Design Approval Holder was brought to the attention of EASA. In light of this further evidence, the required actions of FAA AD 2019-23-04 are deemed by EASA to be justified and proportionate to the risk.

For that reason, EASA has decided to adopt FAA AD 2019-23-04.

At the time of publication of this Decision, EASA understands there are no Boeing 727 aeroplanes registered in EASA Member States.

For further information, please contact the Safety Information Section, Certification Directorate, EASA, E-mail: ADs@easa.europa.eu.

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