

EASA considerations, leading to the decision not 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 requires 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 allows deactivating the body-mounted auxiliary fuel tanks. No Boeing service instructions are currently available to comply with the modification requirements of the AD.

EASA is not in possession of sufficient data to allow determination of an unsafe condition and to support corrective action that would be proportionate to the risk. Consequently, there is insufficient justification to warrant the actions as required by FAA AD 2019-23-04.

For the reason described above, EASA has decided not to adopt FAA AD 2019-23-04.

However, EASA is considering possible alternative action(s) to mitigate the safety risk addressed by FAA AD 2019-23-04 for aeroplanes operating under EU regulation. In that regard, EASA will be closely coordinating with the design approval holder and the FAA for obtaining and accessing additional data.

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

Original Signed
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