

## **EASA Decision not to adopt FAA AD 2020-18-12**

### **EASA considerations, leading to the decision not to adopt Federal Aviation Administration (FAA) AD 2020-18-12**

On 21 September 2020, the FAA issued [AD 2020-18-12](#), applicable to certain Boeing 777 aeroplanes, except those on which the wing centre box is a dry bay and not part of the fuel tank, or modified to install a Flammability Reduction System (FRS), or equipped with an ignition mitigation means.

That AD requires modifying the fuel quantity indicating system (FQIS) to prevent development of an ignition source inside the centre fuel tank.

EASA is not in possession of sufficient data to allow determination of an unsafe condition and to support corrective action that would be deemed proportionate to the risk. Consequently, there is insufficient justification to warrant the actions as required by FAA AD 2020-18-12.

For the reason described above, EASA has decided not to adopt FAA AD 2020-18-12.

However, EASA is considering possible alternative action(s) to mitigate the safety risk addressed by FAA AD 2020-18-12 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](mailto:ADs@easa.europa.eu).

Original Signed

Cologne, 24 September 2020

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