

EASA Decision not to adopt FAA AD 2020-18-16

EASA considerations, leading to the decision not to adopt Federal Aviation Administration (FAA) AD 2020-18-16

On 06 October 2020, the FAA issued AD 2020-18-16, applicable to certain Boeing 767 series aeroplanes, except those on which the wing centre structural box is a dry bay and is not part of the fuel tank, or that have been modified to install a Flammability Reduction System (FRS), or are 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 2020-18-16.

For the reason described above, EASA has decided not to adopt FAA AD 2020-18-16.

However, EASA is considering possible alternative action(s) to mitigate the safety risk addressed by FAA AD 2020-18-16 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

Cologne, 16 October 2020
