

Emergency Airworthiness Directive

AD No.: 2021-0115-E

Issued: 23 April 2021

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: 27 April 2021

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Pumps – Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Fuel pumps, having Part Number (P/N) P99C38-605 and a serial number (s/n) as listed in Appendix 1 of this AD.

Serviceable part: Fuel pumps, eligible for installation, which are not an affected part.

The AOT: Airbus Alert Operators Transmission (AOT) A28N009-21.

Groups: Group 1 aeroplanes are those that have an affected part installed.

Group 2 aeroplanes are those that do not have an affected part installed.

An aeroplane that has a date of manufacture after 30 June 2015 is Group 2, provided that no affected part has been installed on that aeroplane since its date of manufacture.

Aeroplane date of manufacture: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

Reason:

Following the identification of a potential quality issue on an affected part, the locking key of the impeller drive shaft was found loose in the cavity under the impeller.

This condition, if not corrected, could, in case of operating a pump while not fully immersed in fuel, create an ignition source in the fuel tank, possibly resulting in a fuel tank explosion and consequent loss of the aeroplane.

To address this potential unsafe condition, Airbus identified the list of parts, possibly affected by the same manufacturing issue, and issued the AOT to provide fuel pump replacement instructions.

For the reasons described above, this AD requires replacement of affected parts, and prohibits (re)installation thereof. This AD also prohibits certain maintenance-related actions, pending replacement of affected parts.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Part(s) Replacement:

- (1) For Group 1 aeroplanes: Within 10 days or 50 flight cycles after the effective date of this AD, whichever occurs later, replace any affected part with a serviceable part in accordance with the instructions of the AOT.
- (2) For Group 1 aeroplanes: For aeroplanes having only one affected part installed, replacement of that affected part as required by paragraph (1) of this AD can be deferred in accordance with, and within the compliance time as identified in, instructions to deactivate that affected part approved by Airbus DOA, supplementing the instructions of the AOT.

Maintenance-related Action(s):

- (3) For Group 1 aeroplanes: From the effective date of this AD, do not accomplish maintenance actions using affected parts, such as engine ground runs, fuel transfer, defueling, or taxiing. Following replacement of all affected parts on an aeroplane, as required by paragraph (1) of this AD, that aeroplane is effectively a Group 2 and this limitation is no longer applicable.

Part(s) Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.



Ref. Publications:

Airbus AOT A28N009-21 original issue dated 19 April 2021.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – IAS; E-mail: account.airworth-eas@airbus.com.



Appendix 1 – Affected Parts (see Note 1 of this AD)

Fuel Pumps P/N P99C38-605 – s/n						
H50059	H66994	H72260	H72500	K00845	K09452	K19824
H50061	H66995	H72261	H72501	K00846	K09453	K19825
H50062	H66996	H72262	H72502	K00847	K13711	K19826
H50063	H66997	H72263	H72503	K00848	K13712	K21411
H53017	H66998	H72264	H72504	K00849	K13713	K21412
H53362	H66999	H72265	H72505	K00850	K13714	K23115
H53363	H67000	H72266	H72506	K00851	K13715	K23116
H53364	H67001	H72267	H72507	K01670	K13716	K23117
H57847	H67002	H72486	H72508	K01671	K13849	K23118
H57848	H67488	H72487	H88872	K01672	K13850	K23119
H57849	H67489	H72488	H96367	K01673	K13851	K23120
H59019	H67490	H72489	H96368	K01674	K13852	K23121
H59021	H67491	H72490	H96369	K01675	K13853	K29152
H59022	H67492	H72491	H96370	K07782	K16647	K29153
H65788	H67983	H72492	H96371	K07783	K16648	K29154
H66983	H67984	H72493	H96372	K08107	K16649	K29155
H66985	H67985	H72494	H96373	K08108	K16650	K29156
H66986	H67986	H72495	H96374	K08109	K16651	K29157
H66990	H67987	H72496	H96375	K08110	K16652	K29158
H66991	H72257	H72497	H96376	K09449	K16653	K47233
H66992	H72258	H72498	H96377	K09450	K16655	K47234
H66993	H72259	H72499	H96378	K09451	K16656	K53212
22357						

Note 1: Fuel pumps, having a strikethrough s/n, are listed in the AOT, but are not affected parts. It is expected that the AOT will be revised accordingly.

