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| EASA | AIRWORTHINESS DIRECTIVE |
|  | <p>AD No.: 2012-0198</p> <p>Date: 26 September 2012</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p> |
| <p>This AD is issued in accordance with EC 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p> | |
| Type Approval Holder's Name : | Type/Model designation(s) : |
| AIRBUS | A318, A319, and A320 aeroplanes |
| TCDS Number: | EASA.A.064 |
| Foreign AD: | Not applicable |
| Supersedure: | This AD supersedes EASA AD 2012-0133 dated 18 July 2012. |
| ATA 28 | Fuel System – Centre Tank Fuel Pump Control Circuit – Modification |
| 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, A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, and A320-233 aeroplanes, all manufacturer serial numbers. |
| Reason: | <p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the FAA published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) published Interim Policy INT/POL/25/12.</p> <p>In the framework of these requirements, EASA have determined that the electrical power supply circuits of certain fuel pumps, installed on A320 family aeroplanes, for which the canisters become uncovered during normal operation, could, under certain conditions, create an ignition source in the tank vapour space.</p> <p>This condition, if not corrected, could result in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus developed a modification which includes installing Ground Fault Interrupters (GFI) into the centre tank fuel pump control circuit, providing additional system protection by electrically isolating the pump in case of a ground fault condition downstream of the GFI.</p> <p>Consequently, EASA issued AD 2012-0133 to require modification of the centre tank fuel pump control circuit by installing GFI and thereafter, in case a GFI failed an operational test, replacement of the faulty GFI, or deactivation of the associated fuel pump in accordance with the provisions of the applicable Master Minimum Equipment List (MMEL).</p> <p>Since that AD was issued, it was noted that, inadvertently, the Applicability of the</p> |

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| | <p>Final AD was incorrect (the preceding PAD 12-051 was correct) by excluding aeroplanes on which Airbus modification 150736 has been embodied in production. As a result, the required actions when a GFI fails an operational test did not apply to those aeroplanes.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2012-0133, which is superseded, and expands the Applicability to aeroplanes on which Airbus modification 150736 has been embodied in production.</p> |
| Effective Date: | 10 October 2012 |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Within 48 months after 01 August 2012 [the effective date of EASA AD 2012-0133], modify the centre tank fuel pump control circuit by installing GFI, in accordance with the accomplishment instructions of Airbus Service Bulletin (SB) A320-28-1188. (2) Aeroplanes on which Airbus modification (mod) 150736 has been embodied in production, and on which no GFI has been removed since first flight, are not affected by the requirement of paragraph (1) of this AD. (3) From the effective date of this AD, or after modification of the centre tank fuel pump control circuit by installation of a GFI, as applicable, each time a GFI fails an operational test (Maintenance Review Board Report task number 28.18.00/10 or AMM task 281800-710-801), before next flight, replace the faulty GFI, or deactivate the associated fuel pump, in accordance with the provisions of the applicable Master Minimum Equipment List (MMEL), item 28.21.02 "Centre tank fuel pump". |
| Ref. Publications: | <p>Airbus SB A320-28-1188 at original issue dated 23 March 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of the AD.</p> |
| Remarks : | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com. |