


| | | |
|---|---|---|
| EASA | NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE | |
|  | PAD No.: 13-126 Date: 22 August 2013 Note: This Proposed Airworthiness Directive (PAD) 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. | |
| | In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated. | |
| Design Approval Holder's Name: AQUILA AVIATION GmbH | | Type/Model designation(s): AT01 aeroplanes |
| TCDS Number: EASA.A.527 | | |
| Foreign AD: Not applicable | | |
| Supersedure: None | | |
| | | |
| ATA 28 | Fuel – Fuel Tank Opening / Bore Hole Sealing – Inspection / Repair | |
| | | |
| Manufacturer(s): | | AQUILA Aviation GmbH |
| Applicability: | | Model AT01 aeroplanes, serial numbers (S/N) from AT01-100 up to AT01-299 inclusive, and Model AT01-100 aeroplanes, S/N from AT01-100A/B/C-300 up to AT01-100A/B/C-312 inclusive. |
| Reason: | | During repair in the wing tank area it was discovered that, when the tank is filled to a maximum level, fuel can soak into the upper shell sandwich of the wings. This can be detected from damaged finishing of the upper wing shells or from yellow discoloured bonding wire insulation. The root cause is a defective sealing of a tapped through bore hole at the inside of the fuel tank openings in combination with prolonged periods at maximum fuel level. This condition, if not detected and corrected, could cause long-term structural degradation of the wing structure. To address this potential unsafe condition, AQUILA issued Service Bulletin (SB)-AT01-027 providing instructions for the inspection and the sealing of tapped bore holes inside both fuel tank openings. For the reasons described above, this AD requires inspections of the wing tank area and, depending on findings, corrective action. |
| Effective Date: | | [TBD: 14 days after final AD issue date] |

| | |
|---|---|
| <p>Required Action(s) and Compliance Time(s):</p> | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 100 flight hours (FH) or 3 months after the effective date of this AD, whichever occurs first, and, thereafter, at intervals not to exceed 12 months, perform a visual inspection of the left hand (LH) and right hand (RH) wing tank areas in accordance with the instructions of AQUILA SB-AT01-027 Issue A.02. (2) Concurrent with the initial inspection as required by paragraph (1) of this AD, seal the tapped through bore holes inside the LH and RH fuel tank openings in accordance with the instructions of AQUILA SB-AT01-027 Issue A.02. (3) If, during any subsequent inspection as required by paragraph (1) of this AD, a tapped through bore hole inside the LH or RH fuel tank opening is found to be sealed improperly, within 100 FH or 3 months, whichever occurs first after detecting the improper sealing, renew the sealing of the affected bore hole in accordance with the instructions of AQUILA SB-AT01-027 Issue A.02. (4) If, during any inspection as required by paragraph (1) of this AD, the upper wing shells show damaged finishing in the tank areas, before next flight, contact AQUILA for approved repair instructions and, within the compliance time defined in those instructions, accomplish the repair accordingly. (5) Accomplishment of corrective actions as required by paragraph (3) or (4) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD. (6) After accomplishment of the initial inspection as required by paragraph (1) of this AD, compliance with the requirements of this AD can be demonstrated by <ol style="list-style-type: none"> (6.1) Revising as follows the approved Aircraft Maintenance Programme (AMP) and standard practices on the basis of which the Operator or the Owner ensures the continuing airworthiness of each operated aeroplane: Incorporate the repetitive 12-month visual inspection of the LH and RH wing tank areas specified in AQUILA SB-AT01-027 Issue A.02, and (6.2) Complying with the approved AMP described in paragraph (6.1) of this AD. |
| <p>Ref. Publications:</p> | <p>AQUILA SB-AT01-027, Issue A.02, dated 15 August 2013.</p> <p>AQUILA Model AT01 MM-AT01-1020-100, Revision 24, dated 15 August 2013.</p> <p>AQUILA Model AT01-100 MM-AT01-1020-110, Revision A.02, dated 26 August 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> |
| <p>Remarks:</p> | <ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 19 September 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AQUILA Aviation GmbH, E-mail: maintenance@aquila-aviation.de. |