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**AIRWORTHINESS DIRECTIVE**

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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**Boeing 727 Series Aeroplanes****AD/B727/219****Auxiliary Fuel Tanks****12/2009**

**Applicability:** Model 727-281 aeroplanes equipped with auxiliary fuel tanks installed in accordance with United States Federal Aviation Administration (FAA) Supplemental Type Certificate (STC) SA3449NM.

**Requirement:** Deactivate the auxiliary fuel tanks, in accordance with a procedure approved by:

Manager, Continuing Airworthiness  
Airworthiness and Engineering Branch  
Civil Aviation Safety Authority  
GPO Box 2005  
Canberra ACT 2600

Facsimile 07 3144 7388.

Any auxiliary tank component that remains on the aeroplane must be secured and must have no effect on the continued operational safety and airworthiness of the aeroplane. Deactivation may not result in the need for additional instructions for continued airworthiness.

*Note 1: Appendix A of this Directive provides criteria that might need to be included in the deactivation procedure. Timely approval is dependent on early submittal of the deactivation procedures.*

*Note 2: For technical information, contact Dan Zevallos, Director of Program Management, Rogerson Aircraft Corporation, 2201 Alton Parkway, Irvine, California 92606 USA; telephone 0011 1 949 442-2306; fax 0011 1 949 442-2322.*

*Note 3: FAA AD 2009-20-01 Amdt 39-16024 refers.*

**Compliance:** Within 90 days after the effective date of this Directive.

This Airworthiness Directive becomes effective on 19 November 2009.

**Background:** This Directive requires deactivation of Rogerson Aircraft Corporation auxiliary fuel tanks. This Directive results from fuel system reviews conducted by the manufacturer, which identified potential unsafe conditions but has not provided associated corrective actions.

**Boeing 727 Series Aeroplanes**

AD/B727/219 (continued)

The Directive is issued to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapours, could result in fuel tank explosions and consequent loss of the aeroplane.

A handwritten signature in black ink, appearing to read 'James Coyne', with a stylized flourish extending from the end.

James Coyne  
Delegate of the Civil Aviation Safety Authority

30 September 2009

## Boeing 727 Series Aeroplanes

AD/B727/219 (continued)

### Appendix A - Deactivation Criteria

The auxiliary fuel tank deactivation procedure required this AD might need to address the following actions.

1. Permanently drain auxiliary fuel tanks, and clear them of fuel vapours to eliminate the possibility of out-gassing of fuel vapours from the emptied auxiliary tank.

*Note: If applicable, removing the bladder might help eliminate out-gassing.*

2. Disconnect all electrical connections from the fuel quantity indication system (FQIS), fuel pumps if applicable, float switches, and all other electrical connections required for auxiliary tank operation, and stow them at the auxiliary tank interface.
3. Disconnect all pneumatic connections if applicable, cap them at the pneumatic source, and secure them.
4. Disconnect all fuel feed and fuel vent plumbing interfaces with aeroplane original equipment manufacturer (OEM) tanks, cap them at the aeroplane tank side, and secure them in accordance with a approved method; one approved method is specified in FAA Advisory Circular AC 25-8 *Auxiliary Fuel Tank Systems Installations*. In order to eliminate the possibility of structural deformation during cabin decompression, leave open and secure the disconnected auxiliary fuel tank vent lines.
5. Pull and collar all circuit breakers used to operate the auxiliary tank.
6. Revise the weight and balance document, if required, and obtain CASA approval.
7. Amend the applicable sections of the applicable aircraft flight manual (AFM) to indicate that the auxiliary fuel tank is deactivated. Remove auxiliary fuel tank operating procedures to ensure that only the OEM fuel system operational procedures are contained in the AFM. Amend the Limitations Section of the AFM to indicate that the AFM Supplement for the STC is not in effect. Place a placard in the flight deck indicating that the auxiliary tank is deactivated. The AFM revisions specified in this paragraph may be accomplished by inserting a copy of this AD into the AFM.
8. Amend the applicable sections of the applicable aeroplane maintenance manual to remove auxiliary tank maintenance procedures.
9. After the auxiliary fuel tank is deactivated, accomplish procedures such as leak checks and pressure checks deemed necessary before returning the aeroplane to service. These procedures must include verification that the aeroplane FQIS and fuel distribution systems have not been adversely affected.
10. Include with the operator's proposed procedures any relevant information or additional steps that are deemed necessary by the operator to comply with the deactivation and return the aeroplane to service.