



Airworthiness Directive

AD No.: 2023-0106R1

Issued: 18 July 2023

Note: This 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date: Revision 1: 25 July 2023

Original issue: 08 June 2023

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2023-0106 dated 25 May 2023, which superseded EASA AD 2007-0218R2 dated 10 October 2014.

ATA 28 – Fuel – Fuel Pump – Inspection / 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 and A321-232 aeroplanes, all manufacturer serial numbers.

Note 1: The applicability of the AD and the applicability of service documents issued by the type certificate holder may vary, while the applicability of the AD is the binding one.

Definitions:

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

Pump A: Fuel pumps having part number (P/N) 568-1-27202-001, P/N 568-1-27202-002 or P/N 568-1-27202-005.



Pump B: Fuel pumps having P/N 568-1-27202-02R.

The AOT: Airbus Alert Operator Transmission (AOT) A28N010-22-00R1.

The SB: Airbus Service Bulletin (SB) A320-28-1159.

Groups:

Group 1 aeroplanes are A319/A320 aeroplanes not having modification (MOD) 154327 (introduction of the A321 centre fuel transfer system onto A319 and A320 variants) embodied and all A318 aeroplanes.

Group 2 aeroplanes are A319/A320 aeroplanes having MOD 154327 embodied and all A321 aeroplanes.

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

Reason:

Failures of type 8410 fuel pump P/N 568-1-27202-005 have been reported in service. Subsequent investigation revealed that the pump failure was due to one of the two screws and nuts holding the gas return connector to the top of the motor housing becoming unscrewed. Prompted by these reports, EASA published AD 2006-0106-E, AD 2006-0222 and AD 2007-0218, each one superseding the other, requiring modification or replacement of pumps A, as defined in this AD.

After EASA AD 2007-0218R2 was issued, it has been determined that aeroplanes fitted with pumps B can be subject to cavitation erosion on the wiring conduit.

This condition, if not detected and mitigated, could develop into a source of an in-tank ignition, affecting the integrity of the aeroplane structure and systems.

To address this potentially unsafe condition, Airbus issued the AOT, providing applicable instructions and EASA issued AD 2023-0106 partially retaining the requirements of EASA AD 2007-0218R2, which was superseded and requiring inspection and replacement of pumps B.

Since this AD was issued, it was determined that A321 aeroplanes having a modification configuration commercially known as New Engine Option (NEO) family are not affected by the unsafe condition addressed by this AD because, according to their approved design, pump B is not eligible for installation into these aeroplanes. This AD is revised accordingly removing from the Applicability certain models which belong to A321 NEO family aeroplanes.

This AD is still considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Note 2: An aeroplane on which Airbus MOD 39067 (installation of fuel pump P/N 568-1-27202-006) and/or MOD 151512 (installation of fuel pump P/N 568-1-27202-007) have been embodied in



production is not affected by the requirement of paragraphs (1) to (6) of this AD, provided neither a pump A nor a pump B has been installed on that aeroplane after its date of manufacture.

- (1) From 08 June 2023 [the effective date of this AD at original issue], do not operate any aeroplane having a pump A installed.

Inspection(s):

- (2) For Group 1 aeroplanes: Within 30 days after 08 June 2023 [the effective date of this AD at original issue], inspect each pump B located in the centre fuel tank at locations Functional Item Number (FIN) 37QA and 38QA in accordance with the instructions of the AOT.
- (3) For Group 2 aeroplanes: Within 90 days after 08 June 2023 [the effective date of this AD at original issue], inspect each pump B located in the wing fuel tank at locations FIN 21QA, 22QA, 25QA and 26QA in accordance with the instructions of the AOT.

Corrective Action(s):

- (4) For Group 1 and Group 2 aeroplanes: If, during any inspection as required by paragraph (2) or (3) of this AD, as applicable, discrepancies, as defined in the AOT, are detected on a fuel pump, before next flight, replace that fuel pump in accordance with the instructions of the AOT.
- (5) For Group 1 and Group 2 aeroplanes: Unless already accomplished as required by paragraph (4) of this AD, within 4 000 flight hours after the inspection as required by paragraph (2) or (3) of this AD, as applicable, replace each pump B at locations FIN 37QA and 38QA (for Group 1 aeroplanes) and at locations FIN 21QA, 22QA, 25QA and 26QA (for Group 2 aeroplanes) in accordance with the instructions of the AOT.

Credit:

- (6) Inspections and corrective actions, accomplished on an aeroplane before 08 June 2023 [the effective date of this AD at original issue], in accordance with the instructions of the AOT at original issue are acceptable to comply with the requirements of paragraphs (2) to (5) of this AD, as applicable, for that aeroplane.

Part(s) Installation:

- (7) For Group 1 aeroplanes: From 08 June 2023 [the effective date of this AD at original issue], do not install a pump B at location FIN 37QA and 38QA (see Note 3 of this AD).
- (8) For Group 2 aeroplanes: From 08 June 2023 [the effective date of this AD at original issue], do not install a pump B at location FIN 21QA, 22QA, 25QA and 26QA (see Note 3 of this AD).

Note 3: Removal of an affected fuel pump from an aeroplane and subsequent reinstallation of that fuel pump on the same aeroplane, accomplished during a single maintenance visit, is not considered as 'install' as specified in paragraph (7) and (8) of this AD.

Ref. Publications:

Airbus SB A320-28-1159 original issue dated 08 January 2007.



Airbus AOT A28N010-22-00, at original issue, dated 09 February 2023 or revision 1 dated 06 March 2023.

The use of later approved revisions of the above-mentioned documents 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. 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 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 – 1IASA; E-mail: account.airworth-eas@airbus.com

