

Continued Airworthiness Notification to the International Community

To: Civil Aviation Authorities

Date: December 11, 2019

From: Federal Aviation Administration
Aircraft Certification Service
System Oversight Division, AIR-800
2200 South 216th Street
Des Moines, WA 98198

Subject: This message is to advise you of the FAA's ongoing rulemaking activities related to the fuel quantity indicating system (FQIS) on Boeing and Airbus airplanes.

Situation description: In April 2016, we issued AD 2016-07-07 for Boeing Model 757 airplanes to require modifications of the FQIS wiring to prevent the development of an ignition source inside the center fuel tank. In May 2016, the Cargo Airline Association (CAA) challenged AD 2016-07-07 (in *Cargo Airline Association v. FAA* (D.C. Cir No. 16-1148)), arguing that the finding of the unsafe condition was contrary to FAA guidance and policy, arbitrary and capricious, and unsupported by substantial evidence. Following extended litigation, a settlement agreement was reached in April 2019.

In 2016, we issued eight notices of proposed rulemaking for ADs to require similar FQIS modifications on other Boeing airplane models as well as certain Airbus airplane models. Issuance of the associated final rules was delayed pending the outcome of the litigation involving AD 2016-07-07. Based on the outcome of the litigation, the FAA is now prepared to process and issue the eight remaining final rules.

Aircraft/engine make, model, and series: Boeing 707, 720, 720B, 727, 737, 747, 767, and 777; and Airbus SAS A300-600, A310, A318, A319, A320, A330, and A340; except airplanes equipped with a flammability reduction means (FRM) approved by the FAA as compliant with the Fuel Tank Flammability Reduction (FTFR) rule (73 FR 42444, July 21, 2008) requirements of 14 CFR 25.981(b) or 14 CFR 26.33(c)(1).

U.S./worldwide fleet: The number of airplanes still in operation or converted to cargo operations or equipped with FRM is unknown, so we cannot provide an accurate number of airplanes affected by these ADs. We estimate, however, that 1,349 airplanes in the U.S. fleet and 6,501 airplanes in the worldwide fleet will be affected by these ADs.

Operators: Most major operators worldwide operate one or more of the above airplane types. These ADs are not applicable to airplanes equipped with FRM approved by the FAA as compliant with the FTFR rule requirements of 14 CFR 25.981(b) or 14 CFR 26.33(c)(1).

Ongoing activities: The FAA is processing eight final rule ADs related to FQIS for the aircraft models identified above.

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