AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/GENERAL/79, and issues the following AD under subregulation 39.1 (1) of CAR 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 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.


Applicability: All piston engine aircraft declared unairworthy in accordance with AD/GENERAL/78 Amdt 1 or original issue, other than:

(a) Aircraft compliant with the terminating action provisions in AD/GENERAL/78 Amdt 1; or

(b) Aircraft that have had their fuel tanks flushed either during evaluation trials or using EDA decontamination procedures not yet approved; or

(c) Aircraft that have exhibited physical evidence of contamination since the issue of AD/GENERAL/77.

Compliance with the original issue of this Directive constitutes compliance with this amendment to the Directive.

Note 1: This test is not applicable to aircraft that have had fuel tanks flushed either during evaluation trials or using EDA decontamination procedures not yet approved. Testing of these aircraft will be covered by the post decontamination test specified in AD/GENERAL/80 Amdt 2 or AD/GENERAL/81 Amdt 2, as applicable.

Note 2: Aircraft that have exhibited physical evidence of contamination since the issue of AD/GENERAL/77 are considered as “contaminated” and subject to the requirements of AD/GENERAL/80 Amdt 2 or AD/GENERAL/81 Amdt 2, as applicable.
Requirement: 1. Carry out a test of each of the aircraft’s fuel tanks for evidence of EDA in accordance with the CASA Procedure No. ACSB-2000/001, Revision 1, using the test kit supplied by Mobil.

Note 3: Interconnected fuel cells are considered as one tank.

(a) If the test indicates that the aircraft is contaminated with EDA, compliance with AD/GENERAL/80 Amdt 2 or AD/GENERAL/81 Amdt 2 (as applicable) is required before further flight.

(b) If the test indicates that the aircraft is not contaminated with EDA, the aircraft can be returned to service. In accordance with CAR 48, certify the clearance endorsement in the aircraft maintenance records.

2. If the aircraft is found not contaminated, refuel the aircraft to maximum fuel capacity, adding isopropyl alcohol to each tank in quantities not exceeding 1% of the total tank fuel quantity during refuelling.

Note 4: Isopropyl alcohol in these quantities will scavenge residual water from fuel systems.

3. Remove aircraft primary fuel filter, and

(a) Test the filter for evidence of EDA in accordance with Section 6 of CASA approved procedure ACSB-2000/001, Revision 1, using the EDA test kit supplied by Mobil, and

(b) If EDA contamination is found, compliance with AD/GENERAL/80 Amdt 2 or AD/GENERAL/81 Amdt 2 is required before further flight, and

(c) If no EDA contamination is found; in accordance with CAR 48, certify compliance in maintenance records, including the aircraft maintenance release and the aircraft log book.
Compliance:

1: Unless previously accomplished; before further flight. However, the aircraft may be flown direct to another location to enable this maintenance to be carried out, subject to:

(a) An inspection of all aircraft fuel system and engine fuel system filters detailed in the aircraft manufacturer’s periodic inspection schedule for evidence of contamination; and

(b) For aircraft engines fitted with a carburettor(s); an inspection of the carburettor needle and seat for evidence of contamination; and

(c) The total flight time not exceeding 5 hours; and

(d) Operating crew only being carried out in the aircraft; and

(e) The aircraft being flown only in day/VFR operation; and

(f) Flight over water being conducted within gliding distance of land.

2: As applicable; before further flight.

3: After 20 hours, but, no later than 25 hours time in service or 3 months from the effective date of this Directive, whichever occurs first.

This Amendment becomes effective on 11 February 2000.

Background:

This Directive follows previous Directives issued as a result of the distribution of suspect contaminated 100/130 AVGAS from the Mobil Altona Refinery.

This amendment references the latest versions of both the CASA fuel system test procedure and the latest amendment status of the de-contamination ADs.

The original issue of this Airworthiness Directive became effective on 23 January 2000.

Richard G Yates
Delegate of the Civil Aviation Safety Authority
11 February 2000

The above AD is notified in the Commonwealth of Australia Gazette on 11 February 2000.