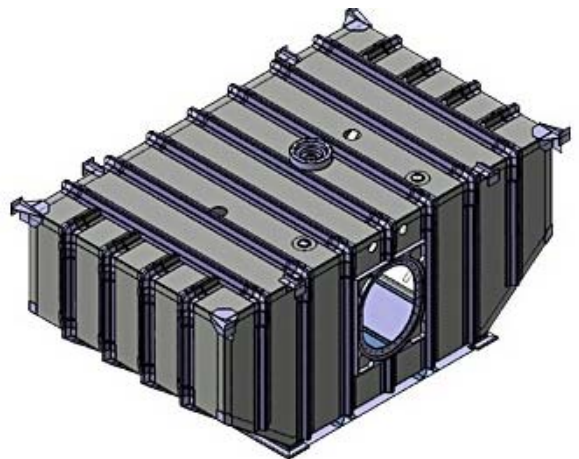




Maintenance Briefing Notes

Best Practices

Aircraft Centre Tank (ACT) fuel leak



What happened

An Airbus A319 operator reported that during the accomplishment of a check of the leak monitor for evidence of fuel leakage (ref. AMM task 28-28-00-200-003-A), a leak was detected through the leak monitor (FIN 253QM, ACT position 4 and 6).

The leakage occurred when the fuel was transferred from the centre tank to ACT, but not in the opposite way.

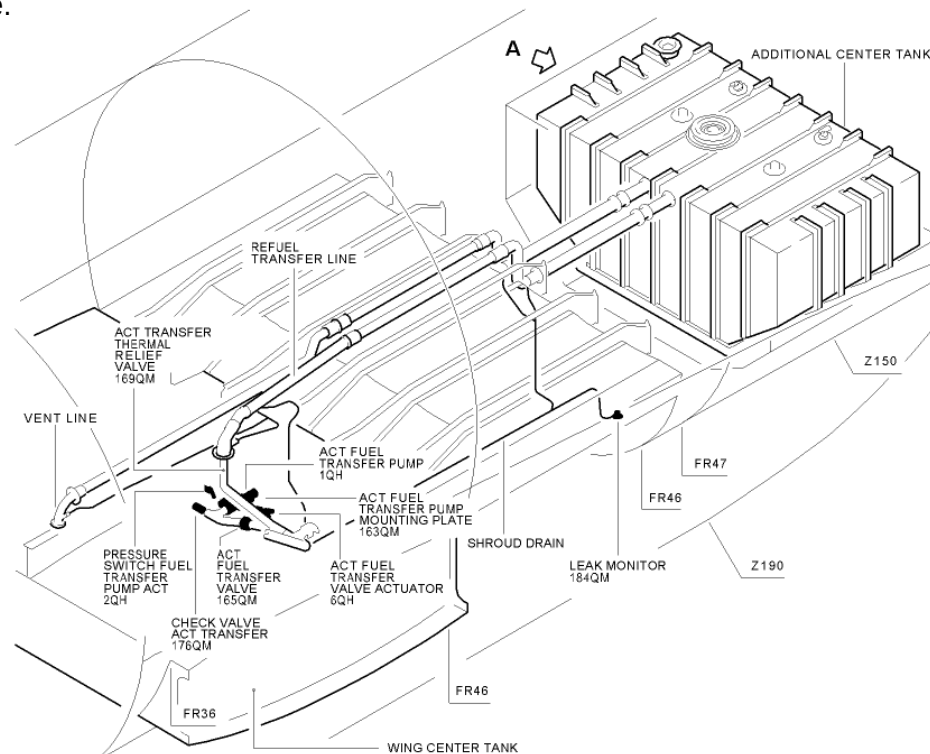
Following further trouble shooting, all o-ring seals from the affected line (ref IPC 28-11-02-44) were replaced.



Why did it happen

It appeared that the concerned aircraft operated over a longer time with the ACT inoperative and empty.

This has caused the seals to dry out, until they have lost their sealing capacity, leading to the leakage.



Lesson learned

There are aircraft storage instructions in the AMM which also cover the ACT's.

In this example explained here, the aircraft was not in storage, but operating with the ACT in an empty condition.

Should an operator decide to fly the aircraft over a longer time with the ACT empty, then the AMM task 28-28-00-610-001, "Operation of the aircraft with ACT installed without fuel" should be applied. This task ensures that there is a minimum fuel quantity in the tank to avoid that the seals will dry-out and lose their sealing capabilities."

Maintenance Briefing Notes



We appreciate receiving feedback to this issue of the Maintenance Briefing Notes.

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