



MANDATORY PERMIT DIRECTIVE

In accordance with Article 11(6)(a) of the Air Navigation Order 2005 as amended, the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

MPD: 2008-004 PUROLATOR IN-LINE FILTERS

Subject: Purolator In-line Fuel Filters.

Applicability: All aircraft with a Purolator, or similar, fuel filter installed.

Reason: At least one forced landing has occurred due to debris bypassing the mesh of a Purolator fuel filter and interrupting the fuel supply to the engine.

This kind of filter consists of a nylon mesh on a central core; the mesh is held against the end of the unit by a knurled nut. If the nut migrates, the filter may slide along the core and allow unfiltered fuel to pass. Thus, correct functioning of Purolator (and similar) fuel filters depends upon the security of the retaining nut. Therefore, modification is required to ensure the security of the nut, and daily inspection of the filter until such a modification is in place.

Compliance: -

- (1) Within 30 days of the effective date of this MPD, or when maintenance is performed, whichever is the sooner, inspect the aircraft to determine whether a Purolator or similar filter is fitted. If such a filter is fitted, complete (2) below. (PFA/LAA Service Bulletin, MOD/EQUIP/001, BMAA Service Bulletin 2143 and UK AAIB Bulletin 11/ 2005 EW/G2005/07/01 provide further information to assist identification of such filters).

- (2) Determine whether there is a spring fitted to retain the nut.

If a spring is fitted, and is intact, complete the actions specified under (3) once.

If no such spring is fitted, or it is no longer intact, the actions specified under (3) shall be performed before the first flight of each day, until the aircraft is modified in accordance with (4); the modification must be completed before the next annual validation/re-validation of the permit.

- (3) Examine the filter to establish that the filter screen and retaining nut are correctly located. If the mesh is not correctly seated, or the nut is loose, complete all necessary maintenance actions to restore the filter to correct functioning and to ensure that the engine and fuel system downstream of the filter is not contaminated by debris.

continued overleaf

- (4) Modify the filter to seat the mesh correctly and to prevent migration of the retaining nut.

Acceptable modifications are those defined in PFA/LAA Service Bulletin, MOD/EQUIP/001 (for LAA-administered aircraft) and BMAA Service Bulletin 2143 (for BMAA-administered aircraft).

Record compliance with this MPD in the aircraft log book.

This MPD becomes effective 4 August 2008.