


EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	<p>PAD No : 06 - 018R1</p> <p>Date: 07 June 2006</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name :	Type/Model designation(s) :
SHORT BROTHERS PLC	SD3-30, SD3-60, SD3-SHERPA & SD3-60 SHERPA
TCDS Number : UK CAA BA11	
Foreign AD : none	
Supersedes : UK CAA AD G-2004-0021 R1	
ATA 28	Fuel - Fuel Tank Safety Fuel Airworthiness Limitations
Manufacturer(s):	Short Brothers PLC (formerly Short Brothers Ltd; Short Brothers & Harland Ltd).
Applicability:	All Model SD3-30, SD3-60, SD3-Sherpa & SD3-60-Sherpa aircraft.
Reason:	<p>Subsequent to accidents involving Fuel Tank System explosions in flight (Boeing 747-131 flight TWA800) and on ground, the FAA published Special Federal Aviation Regulation 88 (SFAR88) in June 2001. SFAR 88 required a safety review of the aircraft Fuel Tank System to determine that the design meets the requirements of FAR § 25.901 and § 25.981(a) and (b).</p> <p>A similar regulation has been recommended by the JAA to the European National Aviation Authorities in JAA letter 04/00/02/07/03-L024 of 3 February 2003. The review was requested to be mandated by NAA's using JAR § 25.901(c), § 25.1309.</p> <p>In August 2005 EASA published a policy statement on the process for developing instructions for maintenance and inspection of Fuel Tank System ignition source prevention (EASA D 2005/CPRO, www.easa.eu.int/home/cert_policy_statements_en.html) that also included the EASA expectations with regard to compliance times of the corrective actions on the unsafe and the not unsafe part of the harmonised design review results. On a global scale the TC holders committed themselves to the EASA published compliance dates (see EASA policy statement). The EASA policy statement</p>

	<p>has been revised in March 2006: the date of 31-12-2005 for the unsafe related actions has now been set at 01-07-2006.</p> <p>Fuel Airworthiness Limitations are items arising from a systems safety analysis that have been shown to have failure mode(s) associated with an 'unsafe condition' as defined in FAA's memo 2003-112-15 'SFAR 88 – Mandatory Action Decision Criteria'. These are identified in Failure Conditions for which an unacceptable probability of ignition risk could exist if specific tasks and/or practices are not performed in accordance with the manufacturers' requirements.</p> <p>This EASA Airworthiness Directive mandates the Fuel System Airworthiness Limitations, comprising maintenance/inspection tasks and Critical Design Control Configuration Limitations (CDCCL) for the type of aircraft, that resulted from the design reviews and the JAA recommendation and EASA policy statement mentioned above.</p> <p>Revision History: PAD 06-018R1 has been issued to endorse comments received for PAD 06-018 and due to the change of the EASA policy statement on fuel tank safety on March 2006.</p>										
Effective Date:	Proposed: 01 July 2006										
Compliance:	<p>Unless already accomplished, the following actions are rendered mandatory:</p> <p>1. Maintenance/Inspection Tasks</p> <ul style="list-style-type: none"> - Within 6 months after the effective date of this AD, perform the following tasks in accordance with the applicable Shorts Service Bulletin specified in Table 1 of this AD. <p>Table 1</p> <table border="1"> <thead> <tr> <th>Aircraft Type/Model</th><th>Applicable Service Bulletin</th></tr> </thead> <tbody> <tr> <td>SD3-30</td><td>SD 330-28-37 initial issue dated June 2004</td></tr> <tr> <td>SD3-60</td><td>SD 360-28-23 initial issue dated June 2004</td></tr> <tr> <td>SD3-SHERPA</td><td>SD3 SHERPA-28-2 initial issue dated June 2004</td></tr> <tr> <td>SD3-60 SHERPA</td><td>SD360 SHERPA-28-3 initial issue dated June 2004</td></tr> </tbody> </table> <ul style="list-style-type: none"> - Within 3 months after the effective date of this AD, incorporate the fuel system airworthiness limitations specified in Sections 5-20-01 and 5-20-02 of the Aircraft Maintenance Manual Publications as introduced by the Temporary Revisions detailed within the referenced publications section of this AD into the operator approved maintenance programme/Schedule. 	Aircraft Type/Model	Applicable Service Bulletin	SD3-30	SD 330-28-37 initial issue dated June 2004	SD3-60	SD 360-28-23 initial issue dated June 2004	SD3-SHERPA	SD3 SHERPA-28-2 initial issue dated June 2004	SD3-60 SHERPA	SD360 SHERPA-28-3 initial issue dated June 2004
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	<ul style="list-style-type: none">- Accomplishment of the tasks specified in Table 1 is required to ensure that baseline inspections/checks are accomplished. Subsequent repeat inspections/checks shall then be accomplished in accordance with Section 5-20-01 of the AMM at the established repeat intervals. <p>2. CDCCL</p> <ul style="list-style-type: none">- It is the responsibility of the operator to ensure that their internal maintenance task control documentation is amended to reflect the data contained within section 5-20-02 of the AMM and provide appropriate text to highlight the existence of each CDCCL.- No retroactive action on aircraft in service is required further to the above mentioned amendment of the continued airworthiness documentation.															
Ref. Publications:	<table><tr><th>Aircraft Type/Model</th><th>Section 5-20-01 as revised by</th><th>Section 5-20-02 as revised by</th></tr><tr><td>SD3-60</td><td>TR 360-AMM-55</td><td>TR 360-AMM-56</td></tr><tr><td>SD3-30</td><td>TR 330-AMM-35</td><td>TR 330-AMM-36</td></tr><tr><td>SD3 Sherpa</td><td>TR SD3S-AMM-36</td><td>TR 360-AMM-37</td></tr><tr><td>SD360 Sherpa</td><td>TR SD360S-AMM-35</td><td>TR SD360S-AMM-36</td></tr></table> <p>or later approved revisions.</p>	Aircraft Type/Model	Section 5-20-01 as revised by	Section 5-20-02 as revised by	SD3-60	TR 360-AMM-55	TR 360-AMM-56	SD3-30	TR 330-AMM-35	TR 330-AMM-36	SD3 Sherpa	TR SD3S-AMM-36	TR 360-AMM-37	SD360 Sherpa	TR SD360S-AMM-35	TR SD360S-AMM-36
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Remarks :	<p>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</p> <p>2. The closing date for comments is 22 June 2006.</p> <p>3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .</p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact Airworthiness, Short Brothers PLC, PO Box 241, Airport Road, Belfast, BT3 9DZ, Northern Ireland. Phone: +44 2890462469; Fax: + 44 2890468444 E-mail: michael.mulholland@aero.bombardier.com.</p>															