


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2006- 0219R2</p> <p>Date: 05 August 2008</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>ATR - GIE Avions de Transport Régional</p>	<p>Type/Model designation(s) :</p> <p>ATR 42 and ATR72 aircraft</p>
<p>TCDS Number : EASA.A.084</p>	
<p>Foreign AD : Not applicable</p>	
<p>Revision: This AD revises EASA AD 2006-0219 Revision 1 dated 29 June 2007</p>	
ATA 28	Fuel - Fuel Tank Safety - Fuel Airworthiness Limitations
Manufacturer(s):	ATR - GIE Avions de Transport Régional (formerly AEROSPATIALE – AERITALIA, AEROSPATIALE – ALENIA, AEROSPATIALE ATR–ALENIA, EADS ATR – ALENIA)
Applicability:	ATR 42-200, -300, -320, -400 and -500, all serial numbers and ATR 72-101, -201, -211, -102, -202, -212 and -212A, all serial numbers
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 preventions 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. (see http://www.easa.eu.int/ws_prod/c/c_policystatements.php)</p> <p>On a global scale the TC holders committed themselves to the EASA published compliance dates (see EASA policy statement). The EASA policy</p>

	<p>statement has been revised in March 2006: the date of 31-12-2005 for the unsafe related actions has 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 as 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 Configuration Control 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>The Airworthiness Directive (AD) revision 1 extended the date to comply with requirements of paragraph 2 from 01 July 2007 to 30 September 2007.</p> <p>Revision 2 of this AD deletes the reference to the Maintenance Planning Document (MPD), notifies of the last Certification Maintenance Requirements (CMR) task reference and description, and updates the CMR interval which is extended to 12.5 years from 12 years, as indicated in the revised TIME-LIMITS documents published by the Type Certificate Holder and approved by EASA for ATR 42 and 72 series aircraft.</p>
Effective Date:	27 July 2006
Required action(s) and Compliance Time(s):	<p>Unless already accomplished, the following actions are rendered mandatory within 3 months from the effective date of this AD:</p> <p>(1) MAINTENANCE/INSPECTION TASKS</p> <ul style="list-style-type: none"> - It is mandatory to strictly adhere to the Fuel Airworthiness Limitations (FAL) given in the last approved revisions of the ATR 42 & 72 TIME LIMITS documents. (TIME LIMITS documents distributed also as Appendix A of the ATR 42 & 72 Maintenance Review Board Reports) See reference Publications. - The task "Detailed visual inspection of the fuel tanks and associated equipment, wiring, piping and braids" - CMR task reference 28.10.00-1 - shall be performed within the applicable times indicated in subparagraph (a) or (b), whichever occurs first: <ul style="list-style-type: none"> (a) 12.5 years since new, or (b) 6 years or 20 000 Flight Hours from the effective date of this AD. <p>Defined intervals for FAL have to be counted from this AD effective date or from the date of the aircraft first flight whichever occurs later.</p> <p>(2) CRITICAL DESIGN CONFIGURATION CONTROL LIMITATIONS (CDCCL)</p> <ul style="list-style-type: none"> - It is the responsibility of the operator to ensure that their internal maintenance program documentation is amended to reflect the data contained within this section and provides appropriate text to highlight the existence of each CDCCL. The operators' internal procedures and documentation ensuring management of control of CDCCL shall be fully implemented before 30 September 2007. - No retroactive action on aircraft in service is required further to the above-mentioned amendment of the documentation.

Ref. Publications:	<p>ATR42-200/-300/-320 TIME LIMITS document Revision 7 dated March 2006 (Approved by EASA on 16 March 2007) (also distributed as Appendix A of ATR42 MRBR);</p> <p>ATR42-400/-500 TIME LIMITS document Revision 6 dated March 2007 (approved by EASA on 16 August 2007) (also distributed as Appendix A of ATR42-400/-500 MRBR);</p> <p>ATR72 all models TIME LIMITS document Revision 8 dated March 2007 (approved by EASA on 16 August 2007) (also distributed as Appendix A of ATR72 MRBR).</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted as PAD 06-021R1 for consultation on 09 June 2006 with a comment period until 22 June 2006. PAD 06-021R1 has been issued to endorse comments received for PAD 06-021 and due to the change of the EASA policy statement on fuel tank safety on March 2006. No comment was received during consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: <p style="text-align: center;">ATR - GIE Avions de Transport Régional Continued Airworthiness Service Tel.: +33 (0)5 62 21 62 21 - Fax: +33 (0) 5 62 21 67 18 E-mail: continued.airworthiness@atr.fr</p>