


EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	<p>PAD No : 06 - 021R1</p> <p>Date: 09 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 : ATR	Type/Model designation(s) : ATR 42 and 72 Aircraft
TCDS Number : France No. 176	
Foreign AD : none	
Supersedure : none	
ATA 28	Fuel - Fuel Tank Safety Fuel Airworthiness Limitations
Manufacturer(s):	ATR
Applicability:	ATR 42-200, - 300, -320, -400, 500 ATR 72-101, - 201, -211. -102, - 202, - 210, -212, - 212A
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</p>

	<p>EASA policy statement 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 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>Revision History: 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.</p>
Effective Date:	Proposed 01 July 2006
Compliance:	<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 given in Appendix A, time limits of the ATR 42 & 72 Maintenance Review Board Reports (see reference Publications). - The task "General Visual Inspection of center wing box and inboard/outboard fuel tanks" - (CMR task reference 28.10.00, MPD task reference 281000-DVI-10000) - shall be performed within A) or B): - A) within 12 years since new, or - B) 6 years or 20000 flight hours from the effective date of this AD, whichever occurs first <p>Defined intervals for FAL have to be counted from this AD effective date or aircraft original transfer of title whichever occurs later.</p> <p>2. 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 01 July 2007.

	<ul style="list-style-type: none"> - 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 6 dated January 2004 included as Appendix A of ATR42 MRBR;</p> <p>ATR42-400/-500 Time limits document revision 5 dated January 2004 included as Appendix A of ATR42-400/-500 MRBR;</p> <p>ATR72 all models Time limits document revision 7 dated January 2004 included as Appendix A of ATR72 MRBR.</p> <p>or later approved revisions.</p>
Remarks :	<ol style="list-style-type: none"> 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. 2. The closing date for comments is 22 June 2006. 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 . 4. For questions concerning the technical contents of this AD's requirements, please contact ATR Continuous Airworthiness & Safety Manager Ph.: +33 5 62 21 69 73 - Fax +33 5 62 21 67 18 - E-mail: didier.cailhol@atr.fr .