


EASA	AIRWORTHINESS DIRECTIVE	
	AD No : 2007-0007 Date: 09 January 2007	
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) :	
EADS CASA	CN-235 series, C-295	
TCDS Number : DGAC España Nr. 01-86/14		
Foreign AD : Not applicable.		
Supersedure : Not applicable.		
ATA 28		
Fuel - Fuel Tank Safety ALS Part 5 - Fuel Airworthiness Limitations - AL Implementation		
Manufacturer(s):	EADS CASA; Construcciones Aeronauticas, S.A. (CASA)	
Applicability:	All Model CN-235, CN-235-100, CN-235-200, CN-235-300 and C-295 aircraft, 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 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 was revised in March 2006: the date of 31-12-2005 for the unsafe related actions was set at 01-07-2006.</p>	

SUPERSEDED

	<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 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>
Effective Date:	23 January 2007
Compliance:	<p>Unless previously accomplished, compliance is required as follows:</p> <ol style="list-style-type: none"> 1. Fuel Airworthiness Limitations <p>Within 3 months after the effective date of this directive, amend the aircraft maintenance program to incorporate the Fuel Airworthiness Limitation maintenance & inspection tasks as defined in EADS CASA document DT-0-C00-05001 at Issue C or later approved revision.</p> 2. Critical Design Configuration Control Limitations (CDCCL) <p>Before 01 July 2007:</p> <ul style="list-style-type: none"> - Amend the operator's internal documentation to reflect the data contained in EADS CASA Fuel Airworthiness Limitations document DT-0-C00-05001 issue C and provide appropriate text to highlight the existence of each CDCCL revision; and - Amend the operator's internal procedures and documentation ensuring management of control of CDCCL and revisions thereof. <p>Note: No retroactive action on aircraft is required, other than the above mentioned amendment of the documentation.</p>
Ref. Publication:	EADS CASA Document DT-0-C00-05001, CN-235 and C-295 Fuel Airworthiness Limitations, issue C or any later approved revision.
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. This AD was posted as PAD 06-252 on 20 November 2006 for consultation until 20 December 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact: EADS-CASA, Military Transport Aircraft Division, Integrated Customer Services – Technical Services, Avda. Aragón 404, 28022 Madrid, Spain; Fax: + 34 91 585 55 05; E-mail: MTA.TechnicalService@casa.eads.net