EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0146 **Date: 03 July 2009** 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.

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 AD applies, except in accordance with the requirements of that AD, 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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
EADS-CASA	CN-235 series and C-295 aeroplanes

TCDS Number :	EASA.A.186
Foreign AD :	Not applicable
Supersedure :	This AD supersedes EASA AD 2007-0007 dated 07 January 2007.

ATA 28	**Fuel – Fuel Tank Safety ALS Part 5 – Fuel Airworthiness Limitations (FAL) – Implementation**
Manufacturer(s):	EADS-CASA; Construcciones Aeronáuticas S.A.(CASA)
Applicability:	CN-235, CN-235-100, CN-235-200, CN-235-300 and C-295 aeroplanes, all serial numbers.
Reason:	Prompted by the accident of a Boeing 747-131 (flight TWA800), the FAA published SFAR 88 (Special Federal Aviation Regulation 88). Subsequently, the Joint Aviation Authorities (JAA) recommended the application of a similar regulation to the National Aviation Authorities (NAA) of its member countries. Under this regulation, all holders of type certificates for passenger transport aeroplanes with either a passenger capacity of 30 or more, or a payload capacity of 3 402 kg (7 500 lbs) or more, which have received their certification since 01 January 1958, are required to conduct a design review against explosion risks. 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), 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. Fuel Airworthiness Limitations arising from the required systems safety analysis are items that have been shown to have failure mode(s) associated with an 'unsafe condition' as defined in the FAA 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 corrective action(s)

	developed by the TC holder. To address these potential unsafe conditions, EASA issued AD 2007-0007, mandating the Fuel System Airworthiness Limitations, comprising maintenance and inspection tasks and Critical Design Configuration Control Limitations (CDCCL) that were, at that moment, defined in issue C of EADS-CASA document DT-0-C00-05001. That document has now been revised and updated to issue D. For the reasons described above, this EASA AD retains the requirements of AD 2007-0007, which is superseded, and requires the implementation of the revised Fuel Airworthiness Limitations contained in issue D of EADS-CASA document DT-0-C00-05001 and accomplishment of related modifications.
Effective Date:	17 July 2009
Required Action(s) and Compliance Time(s):	Required as indicated, unless previously accomplished: (1) Within the next 3 months after 23 January 2007 [the effective date of EASA AD 2007-0007], amend the approved aircraft maintenance programme to incorporate the Fuel Airworthiness Limitation maintenance & inspection tasks as defined in EADS-CASA document DT-0-C00-05001 at Issue C. (2) Prior to 01 July 2007, amend the approved aircraft maintenance programme to incorporate the data contained in EADS-CASA Fuel Airworthiness Limitations document DT-0-C00-05001 issue C and amend internal procedures and documentation to ensure management of control of CDCCL and revisions thereof. (3) Within the next 3 months after the effective date of this AD, accomplish the following: (3.1) Amend the approved aircraft maintenance programme to incorporate the Fuel Airworthiness Limitation maintenance & inspection tasks and CDCCL's as defined in EADS-CASA document DT-0-C00-05001 at issue D, as applicable to the aeroplane configuration. (3.2) Amend the operator's internal documentation to reflect the data contained in EADS-CASA Fuel Airworthiness Limitations document DT-0-C00-05001 at issue D. (4) Thereafter, within the thresholds and intervals defined in that document, accomplish the tasks described in EADS-CASA document DT-0-C00-05001 at issue D. (5) Within the next 6 months after the effective date of this AD, accomplish the following modifications on CN-235, CN-235-200 and CN-235-300 aeroplanes, serial numbers as indicated in each referenced EADS-CASA Service Bulletin (SB): (5.1) Add thermal insulation to the air condition compression system in accordance with the instructions of EADS-CASA SB-235-21-18. (5.2) Modify the separation between the centre wing electrical harnesses and fuel tubes in accordance with the instructions of EADS-CASA SB-235-28-18. (5.3) Apply double bonding connections on fuel tubes in accordance with the instructions of EADS-CASA SB-235-24-20.
Ref. Publications:	EADS-CASA Document DT-0-C00-05001, "CN-235 and C-295 Fuel Airworthiness Limitations", issue D, dated October 2008. EADS-CASA Service Bulletin No. SB-235-21-18 dated 2 August 2007. EADS-CASA Service Bulletin No. SB-235-28-18 dated 2 August 2007. EADS-CASA Service Bulletin No. SB-235-24-20 dated 2 August 2007.

	The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD. The EASA Policy statement EASA D 2005/CPRO on Fuel Tank System ignition source prevention can be found on the EASA website: www.easa.europa.eu (Search for CPRO).
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 05 June 2009 as PAD 09-081 for consultation until 26 June 2009. No comments were received during the 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 question concerning the technical content of the requirements in this AD, please contact: EADS-CASA, Military Transport Aircraft Division (MTAD), Integrated Customer Services (ICS), Technical Services, Avenida de Aragón 404, 28022 Madrid, Spain; Telephone +34 91 585 55 84; Facsimile +34 91 585 55 05; E-mail: MTA.TechnicalService@casa.eads.net