


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No : 06-014</p> <p>Date: 23 January 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) :
Fokker Services B.V.		F27 Mk 200/300/400/500/600/700
TCDS Number : EASA A.036		
Foreign AD : none		
Supersedure : none		
ATA 28	Title: Fuel Tank Safety - SFAR88 - JAA INT/POL 25/12 – EASA policy statement on Fuel Tank Safety August 2005 Fuel Airworthiness Limitations	
Manufacturer(s):	Fokker Services B.V.	
Applicability:	Fokker F27 aircraft serial numbers: 10102 thru 10692	
Reason:	<p>Subsequent to accidents involving Fuel Tank System explosions in flight (Boeing 747-131 flight TWA800) and on ground, the FAA has 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 2 February 2003. The review was requested to be mandated by NAA's using JAR& 25.901(c), & 25.1309.</p> <p>The purpose of the regulations was to ensure that all holders of a type certificate for a transport aircraft certified after January 1st, 1958 with a capacity of 30 passengers or more, or with a cargo payload of 3402 kg (7500lb) or more, would carry out a design review with regard to the risk of a fuel tank explosion.</p>	

	<p>In the years 2003 and 2004 these TC holder design reviews and the resulting proposed corrective actions have been organised, reviewed and approved by the JAA National Aviation Authorities: the results of these design reviews have been harmonised in Europe by JAA for JAA NAA's and between the Federal Aviation Authority of the USA, EASA, TCCA Transport Canada and CTA Brazil on a global scale in 2004.</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, see 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).</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' recommendations.</p> <p>This EASA Airworthiness Directive mandates the Fuel System Airworthiness Limitations and Critical Design Control Configuration Limitations (CDCCL) for the type of aircraft that resulted from the design reviews and regulations mentioned above.</p> <p>Additional information about Fuel Airworthiness Limitations:</p> <ul style="list-style-type: none"> - CDCCL: The Critical Design Control Configuration Limitations (CDCCL), given in the referenced documents, are to be used to develop the operators procedures for the management of control of these items by the operator. The operator is expected to develop the necessary procedures for the CDCCL as soon as possible, however not later than 31-12-2006, which gives around the same compliance interval timeframe as would normally exist for Airworthiness Limitations when using Part M; - Threshold-, baseline- or initial inspections: due to the variation in aircraft ages, ALI intervals with a large interval (> 10 years or 20000 flight hours) given in the referenced document, might have already been passed, and accomplishment of such tasks might be deferred to a moment (to) late in the aircraft life. As a result of this the safety benefit is lost. This is the reason why threshold inspections are introduced for tasks with a lower frequency than once in 10 years or for tasks with an interval in excess of 20000 flight hours.
Effective Date:	1 March 2006
Compliance:	<p>Unless already accomplished, the following actions are rendered mandatory within 2 months after the effective date of this AD:</p> <ul style="list-style-type: none"> - Insert the Fuel Airworthiness Limitations given in Service Bulletin Fokker F27/28-70 in the Airplane Airworthiness

	<p>Limitations section which satisfies the requirements of JAR 25.1529 Appendix H paragraph 25.4</p> <ul style="list-style-type: none"> - For Fuel Airworthiness Limitations with a selected interval of 10 years or greater, or 20000 hours the following threshold or initial inspections are required, that supersede the intervals given in the TC holder referenced document. The following rule applies: <p>If the age of the aircraft exceeds the selected ALI interval or if the selected ALI interval is greater than 10 years (if the interval is quoted in calendar time) or 20000 flight hours (if the interval is quoted in flight hours), the task shall be performed within 6 years after the effective date of the AD or at first opportunity of fuel tank entry, whichever comes first.</p>
Ref. Publications:	<ul style="list-style-type: none"> - Service Bulletin Fokker F27/28-70 - JAA Recommendation to NAA's – Fuel Tank Safety, letter 04/00/02/07/03-L024 dated 3 February 2003 - EASA Policy Statement on the process for developing instructions for maintenance and inspection of Fuel Tank Ignition source prevention, EASA D 2005/CPRO August 2005 (see www.easa.eu.int, certification, policy statements)
Remarks :	<p>Revision History: not applicable</p> <p>Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int</p> <p>The closing date for comments is the 23 February 2006</p>