


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0125</p> <p>Date: 02 July 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 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].</p>	
<p>Type Approval Holder's Name :</p> <p>BAE SYSTEMS (OPERATIONS) LTD</p>	<p>Type/Model designation(s) :</p> <p>HS.748 aircraft</p>
<p>TCDS Number : None</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 05	Time Limits / Maintenance Checks – Fuel Tank Safety Airworthiness Limitations – Implementation
<p>Manufacturer(s): Hawker Siddeley Aviation Ltd, British Aerospace PLC</p>	
<p>Applicability: HS.748 aircraft, all models, all serial numbers.</p>	
Reason:	<p>Resulting from the assessment of fuel tank wiring installations required by SFAR 88 and equivalent JAA/EASA policy, BAE Systems (Operations) Limited has revised the HS.748 Aircraft Maintenance Manual (AMM), now at Revision 19, to introduce Chapter 05-10-00 "Critical Design Configuration Control Limitations (CDCCL) – Fuel System". The CDCCLs provide instructions to retain critical ignition source prevention features during configuration changes that may be caused by modification, repair or maintenance actions.</p> <p>The CDCCLs have been identified as requirements for continued airworthiness to address the risk of fuel vapour ignition sources remaining undetected. This condition, if not corrected, could result in a fuel tank explosion and consequent loss of the aircraft.</p> <p>For the reasons described above, this EASA AD requires compliance with the instructions and limitations as specified in the CDCCLs.</p>
Effective Date:	16 July 2008
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within the next 3 months after the effective date of this AD, amend the approved aircraft maintenance schedule to incorporate the instructions and limitations of HS.748 AMM Chapter 05-10-00 "Critical Design Configuration Control Limitations (CDCCL) – Fuel System" at AMM Revision 19.</p>

Ref. Publications:	<p>BAE Systems (Operations) Limited HS.748 Aircraft Maintenance Manual, Chapter 05-10-00, Revision 19 dated 15 January 2008.</p> <p>The use of later approved revisions of this document 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 on 13 May 2008 as PAD 08-051R1 for consultation until 30 June 2008. 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: BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; Telephone +44 1292 675207, Facsimile +44 1292 675704; E-mail: RApublications@baesystems.com