



European Aviation Safety Agency

Pascal Medal • Certification Manager Large Aeroplanes

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Cologne, 8 March 2006
EASA D(2006)CPRO/LAP/PME/50761

EASA policy statement on fuel tank safety (revised in February 2006) on:

- 1) Fuel System Airworthiness Limitations (ALI and CDCCL)
- 2) The process for developing instructions for maintenance and inspection of fuel tank ignition source prevention

Subject:

- A) TC/STC Holder development and implementation of Fuel System Airworthiness Limitations (ALI and CDCCL) resulting from the design reviews as potential unsafe conditions (see JAA recommendation letter 04/00/02/07/03-L024 and the guidance material): the revised end date is 1 July 2006;
- B) TC/STC Holder development of Fuel Tank Safety Instructions for Continued Airworthiness not resulting from unsafe conditions: the end date remains 31 December 2006;
- C) Guidance on Fuel Tank Safety letter JAA INT/POL 25/12 and its implementation (the guidance material has not been changed).

Dear Sir or Madam,

Part A: for the unsafe condition related corrective actions in the form of Fuel System Airworthiness Limitations:

Please be informed that as a consequence of JAA INT.POL 25/12 and JAA recommendation letter 04/00/02/07/03-L024 dated 3 February 2003 (the equivalent of SFAR88) TC and STC Holders have performed design reviews for transport aircraft certified after 1 January 1958 with a maximum type certified passenger capacity of 30 or more or a maximum certified payload capacity of 7500 lbs cargo or more. These design reviews have resulted in the determination of potential unsafe conditions for most of all EU and non EU TC Holders.

Modifications of the aircraft Fuel Tank System and/or Fuel System Airworthiness Limitations are or have been selected to correct the potential unsafe conditions.

With regard to the Fuel System Airworthiness Limitations the following two forms of ALIs can be selected. For further information also see the guidance material:

Tel: +49 221 89 990 4008 • Fax: +49 221 89 990 4508 • pascal.medal@easa.eu.int

Postal address: Postfach 10 12 53 • 50452 Cologne Germany – Visiting address: Ottoplatz 1 • 50679 Cologne Germany
Tel : +49 (0)221 8999 0000 • Fax: +49 (0)221 8999 0999 • E-mail: info@easa.eu.int • www.easa.eu.int

- 1) Fuel System Airworthiness Limitations that result from potential unsafe conditions and have the form of a scheduled task;
- 2) CDCCL: these Airworthiness Limitations are features of the fuel system design, which must be maintained for the complete service life of the aircraft to ensure that unsafe conditions do not develop. The CDCCLs normally do not result scheduled tasks: operators are required to develop appropriate procedures to manage control of the configuration based on the information given by the TC/STC Holders.

The fuel system airworthiness limitations shall be included in the Aeroplanes Airworthiness Limitation Sections that satisfies the requirements of CS 25.1529 Appendix H paragraph 25.4.

With regard to the CDCCL concept and ALI's the TC/STC holders (EU and non-EU) have in 2005 committed to EASA to voluntarily develop and publish the CDCCL and ALI's per requested EASA date of 31-12-2005.

EASA will mandate all Fuel System Airworthiness Limitations by EASA Airworthiness Directive.

EASA has – for reasons mentioned below - decided to extend the compliance period: TC/STC holders are requested to develop and publish the Fuel System Airworthiness Limitations before 01-07-2006.

The reason for extending the above mentioned date from 31-12-2005 to 01-07-2006 is primarily based upon the fact that EASA will issue ADs for EU and non-EU products and needs to ensure equal treatment of TC/STC holders. Furthermore the activities on a global scale need to be lined up and the EASA approval process for the Fuel System Airworthiness Limitations and the consultation process for proposed Airworthiness Directive has taken more time then originally was anticipated.

In order to meet the 01-07-2006 date mentioned in this letter, the TC/STC holder documents should be issued for review to The Agency not later then 15 May 2006.

Part B: for the not unsafe condition related maintenance task development (the end date is not changed)

TC/STC holders are – with reference to the JAA recommendation letter under Part A - also required to develop Instructions for Continued Airworthiness, i.e. the development of additional scheduled maintenance tasks not related to unsafe conditions. The attachment to this letter gives – in the absence of a formal EASA document – guidance how to develop these instructions.

The TC/STC holders are asked to commit to the development and publication of these Instructions for Continued Airworthiness as soon as possible, however not later than 31-12-2006. TC/STC holders are requested to respect a 90 days period needed by EASA to approve the MRBR.

TC/STC holders are asked to also confirm in writing to The Agency that this date will be met, or when deemed necessary discuss any delay with the EASA.

In case that you have already confirmed to the EASA as an answer to the letter that you received in August 2005, no reconfirmation is necessary (ref EASA D 2005/CPRO).

Part C: (not changed)

Please find guidance material on the EASA Fuel Tank Safety Letter (INT/POL/25/12) and its implementation. This guidance material is derived from draft material already known by TC/STC holders as draft TGL 47. You will find some texts referring to operator responsibilities, while this letter is primarily aimed to address the issues between the EASA and the TC/STC Holders. For reasons of transparency these parts referring to operator responsibilities have not been taken out and should be seen as information for TC and STC holders.

For more information, please do not hesitate to contact Mr. H.A. Pruis from the Large Airplane Unit of the EASA Certification Division (0049 221 89990 4035) or Mr. Y Morier from the EASA rulemaking Division (0049 221 89990 5010). For questions related to MRBR development you may contact Mr. Francis Jouvard, EASA MRB program manager (0049 221 89990 4086).

Best regards,



Pascal Medal
Certification Manager
Large Aeroplanes



Yves Morier
Head of Product Safety
Rulemaking Directorate

Copies: Mr Laurent Gruz, EASA
Mr Henk Pruis, EASA

Distribution list:

European Aircraft TC Holders:

Fokker Services B.V. Head of Office of Airworthiness Mr H.C. Visser P.O. Box 231 2150 AE Nieuw Vennepe The Netherlands	FOKKER
Saab Aircraft AB Head of Design Mr Bengt Hasselberg 581 88 Linköping Sweden	SAAB
AvCraft Aerospace GmbH Mr J. Mann Postfach 1252 82231 Wessling Germany	DORNIER
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Dassault Aviation
Airworthiness Department
Mr S. Brun
78, Quai Marcel Dassault
300 92552 St. Cloud Cedex
France

DASSAULT

European NAA's:

Civil Aviation Authority
Safety Regulation Group
Mr M. Bell
Aviation House 3W
Gatwick Airport South
Crawley, West Sussex RH6 OYR
United Kingdom

CAA UK

Luftfahrt-Bundesamt
Mr Jo Körner
Hermann-Blenk Strasse 26
38108 Braunschweig
Germany

LBA

Inspectie Verkeer en Waterstaat Divisie Luchtvaart (CAA NL)
Hoofd Unit Luchtvaarttechnische Bedrijven
Mr D.J. Steenbergen
P.O. Box 575
2130 AN Hoofddorp
The Netherlands

CAA NL

Direction Générale de l'Aviation Civile
Head of Airworthiness Department
Mr R. Jouty
50, Rue Henry Farman
75720 Paris Cedex 15
France

DGAC

LFV Luffartsstyrelsen
Mr Magnus Molitor
Head of Airworthiness Approvals
Luftfartsstyrelsen
601 73 Norrköping
Sweden

LFV

Ministerio de Fomento
Dirección General de Aviación Civil
Mr José Maria Ramírez Ciriza
C/Paseo de la Castellana N° 67
Madrid
Spain

DGAC SPAIN

USA and Canadian TC Holders:

The Boeing Company
Mrs Elizabeth A. Pasztor
Director, Certification Regulatory Affairs
P.O. Box 3707 MC 67-UM
Seattle, WA 98124-2207
USA

BOEING

Bombardier Inc.
Mr Danny Burns
Chief Airworthiness Engineer
P.O. Box 6087
Station-Centre Ville
Montreal, Quebec H3C 3G9
Canada

BOMBARDIER

North American Authorities FAA and TC DOT

Federal Aviation Administration
Seattle Aircraft Certification Office
Mr A. Bahrami
1601 Lind Avenue S.W.
Renton WA 98055-4056
USA

FAA

Transport Canada Civil Aviation
Aircraft Certification Branch
Mr M.J. Eley - Director
2nd Floor, Tower C, Place de Ville
330 Sparks Street
Ottawa, Ontario 1A 0N8
Canada

TRANSPORT CANADA

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Embraer
Empresa Brasileira De Aeronautica SA
Mr Gustavo A.F. Teixeira
Av. Brig. Faria Lima 2170
12227-901 – São José dos Campos – SP
Brasil

EMBRAER

Centro Technico Aérospacial
Mr Ademir A. da Silva
Manager, Program Management Branch
Pç Marechal Eduardo Gomes, no 50
Vila das Acácias Caixa Postal 6001
ZIP 12231-970 São Jose dos Campos - SP
Brasil

CTA

Organisations

Vincent De Vroey
Manager Operations and ATM
Association of European Airlines (AEA)
Louizalaan nr 350, 4th floor
1050 Brussels
Belgium

AEA

Martin Eran-Tasker
Technical Director
Association of Asia Pacific Airlines (AAPA)
9th Floor, Kompleks Antarabangsa
Jalan Sultan Ismail
50250 Kuala Lumpur
Malaysia

AAPA