



Development/Implementation of Fuel Tank System Maintenance Program Changes

EASA/Industry Meeting –
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Requirements Changes

✚ Fuel Tank Safety Compliance Extension (Final Rule July 30, 2004 (Volume 69, Number 146)) and Aging Airplane Program Update

- ✚ Operational rules compliance date extended from Dec.8, 2004 to Dec.16, 2008*
- ✚ Rationale:
 - Confusion regarding compliance requirements including definition of "actual configuration"
 - Lack of guidance
 - Potential overlap with some Aging Airplane safety initiatives
 - Efficiencies gained by alignment with Aging Airplane safety initiatives

*Does not impact fuel tank system AD activity.



SFAR Result

✦ SFAR 88

☒ Safety review identified -

- Unsafe conditions corrected by design modifications that may include ALI
- Unsafe conditions corrected only by an ALI (maintenance, inspection or configuration control) that preserves an ignition source design feature for the operational life of the airplane.
 - Implemented by AD as soon as corrective actions are available from manufacturer.
- Maintenance and inspection requirements to ensure integrity of design safety features that preclude ignition sources within the fuel tank system (not directly related to an unsafe condition).
 - Implemented per the operational rules compliance schedule.



Process for Implementation of AD Maintenance/Inspection Instructions

- ✦ ADs will identify ALIs and CDCCLs and where in the manufacturers documents the associated instructions are incorporated.
- ✦ Operator AD method of compliance must identify their applicable ALIs and CDCCLs and which documents contain the associated instructions.

Note: The type of CDCCL will determine which documents the associated instructions should be located.



Process for Development of Maintenance and Inspection Instructions – Ops Rules

- ✿ FAA/EASA harmonized Policy Statement (ANM112-05-001) provides guidance for the development of the maintenance instructions using an enhanced MSG-3.
 - ✿ “Enhanced” - The original analysis used to develop maintenance and inspection instructions for an existing airplane considered functional failures of the fuel tank system. Those functional failures typically did not include failures of ignition prevention means. Therefore, that analysis did not identify the need to develop maintenance and inspection instructions to prevent failure of ignition prevention means.
 - ✿ The process is applied to maintenance significant items approved by the ACO.
 - ✿ The resulting instructions are approved by the ACO in coordination with the AEG.



Operational Rule Implementation

Roles and Responsibilities

- ✦ FAA oversight office will approve information made available to operators to support compliance.
- ✦ Operators must:
 - ✦ Amend their existing maintenance program based on data and documents approved by the affected ACO.
 - ✦ Integrate approved data for applicable TC and STCs.
- ✦ Affected PIs/Cognizant Flight Standards District Office will:
 - ✦ Review and approve operator integration and implementation of the information.
 - ✦ Approve program (D97 section of operational specifications).
 - New section will include a subsection for each of the aging airplane rules.
 - Operator program changes will be by approval of the appropriate subsection.