

## **Information and Advisory Notice No. 08**

Issue No: 1 Dated: 13 July 2010

### **Fuel Tank Safety Training and Related CDCCL's Guidance and Acceptable Measures**

#### **Introduction**

Following the issue of the **EASA Decisions 2007/001/R, 2007/002/R and 2007/003/R** (amending Decision 2003/19/RM) related to the conservation of **Critical Design Control Configuration Limitations (CDCCL)** in Fuel Tank design and Fuel Tank Safety Training.

The TM CAD is hereby issuing this IAN as guidance and a means of compliance with the implementing rules. It is expected that operators' CAMO's and Part-145 organizations **affected** by these AMC's take the necessary implementing measures.

#### **Fuel Tank Safety Training Levels**

The level of training required should reflect the following criteria:

- Awareness Training (level 1) addressed to all personnel involved in maintenance and in management of airworthiness of the aircraft and/or components.
- Detailed Training (level 2) addressed only to the personnel that are recommended to have level 2 training (ref. 8 and 9 of the next paragraph below).

#### **Fuel Tank Safety Measures**

CAMO's and Part-145 organisations are expected to adopt the following measures to comply with Part-M.A.704, 706(f), 708(b)3 Part-145.A.30(e):

1. Adherence to maintenance instructions related to CDCCL's issued by the Type Certificate Holder has to be ensured in a systematic manner.
2. Modification of such maintenance instruction linked to Critical Design Configuration Control Limitations which are Airworthiness Limitations should not be initiated before the TM CAD is informed.
3. Applicable Airworthiness Limitations should be included in the maintenance programmes amendments at the earliest possible. (these Airworthiness Limitations have already been published as either AD's and/or MPD amendments).
4. Related CAME and MOE Procedures should be submitted for approval by the TM CAD.
5. Review should be performed of jobcards/tasksheets for any maintenance tasks classified as CDCCL and marking of such tasks on the jobcard/tasksheets.
6. Organizations should have a procedure to cover:-

Control, repair, maintenance, modification affecting CDCCL's, CDCCL tracking, planning, maintenance practices, inspection and supervision.

7. Organizations should develop a Training programme to cover affected personnel. It is recommended that training personnel in the CAMO and Part-145 organisations attend recognized Fuel Tank Safety training courses at Level 1 and Level 2 as applicable. This shall enable familiarization with the training content and organization of in-house training to their affected personnel based on the abovementioned criteria.
8. Continuing airworthiness organizations personnel involved in Fuel Tank Safety systems should be trained in accordance with the following criteria:

Organisation	Personnel	Level of knowledge	Continuing training
CAMOs	Any personnel required by M.A. 706 except the Accountable Manager. The airworthiness review staff as required by M.A.712	2	Yes
	Quality Manager as required by M.A.712	1	Not required

9. Maintenance organizations personnel involved in Fuel Tank Safety systems should be trained in accordance with the following criteria:

Organisation	Personnel	Level of knowledge	Continuing training
Aircraft and component maintenance organisations	Personnel in aircraft and component shop maintenance organizations involved in maintenance task planning, all personnel carrying maintenance tasks on aircraft or components classified as Fuel tasks Safety items, support staff and certifying staff	2	Yes
	Management, quality assurance personnel and auditors, personnel in charge of stores and any personnel not directly involved in maintenance activities as required by the organization.	1	Not required

### Training Deadlines

Level 1 training shall be in place by the end of April 2008

Level 2 training shall be in place by the end of 2010.

Airworthiness review staff shall be trained up to Level 1 by the 28<sup>th</sup> September 2008 and Level 2 by end of 2010.

### References:

EASA Decisions 2007/001/R, 2007/002/R and 2007/003/R;  
14 CFR SFAR 88;  
JAA Internal Policy INT POL 25/12.