



FUEL TANK SAFETY TRAINING

RE-ATS provide the following training to suit your requirements at your own facilities.

The Reason

Since 1959 there have been 17 fuel tank ignition events, resulting in: 542 fatalities, 11 hull losses and 3 others with substantial damage.

Causes: 3 unknown, 4 caused by external wing fires, 4 electrostatics, 2 lightning, 2 pumps or wiring suspected, 1 by small bomb and 1 maintenance action.

After the TWA Flt 800 incident accident investigation the FAA issued **Special Federal Aviation Rulemaking (SFAR) 88** and the JAA issued **JAA INT/POL 25/12 and JAA TGL 47**

Requirement

Fuel Tank Safety Training is a requirement of EASA Part-M and Part-145 regulations, which requires the training of personnel involved in Continued Airworthiness Management and Maintenance of Aircraft Fuel Systems IAW EASA Decision 2007/001/R/2007/002/R and MPA 2008-16.

In Service Management of Fuel System Safety

Will require:

- ◆ Continued Airworthiness Management including maintenance program's, modifications and Service Bulletin assessments.
- ◆ Quality Assurance Policy Procedures.
- ◆ Maintenance Procedures, Critical Design Configuration Control Limitations (CDCCL)
- ◆ Inspection and Repair standards.
- ◆ Maintenance Planning Data Documents.
- ◆ In-service maintenance of Fuel Tank Ignition Source.
- ◆ Suppression and Flammability Reduction features.

Training Requirements:

Part-145 applies to Aircraft, Engine and Component Maintenance.

Phase 1 Managers, QA personnel, Stores Personnel, staff not directly involved in Maintenance.

Phase 2 Part-145 personnel directly involved in maintenance, maintenance planning and staff involved in developing procedures.

Training to be carried out before any maintenance task is commenced on aircraft or components.

Part-M applies to Subpart G approval holders and operators with aircraft with 30 seats or more and/or a payload above 3402 kg.

Phase 1 National Authorities, inspectors, surveyors, ARC signatories, Maintenance Programme specialist managers.

Phase 2 Airworthiness Management Staff, Continued Airworthiness Manager, Subpart G Maintenance staff.

Training to be carried out before the end of 2010.