


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0065</p> <p>Date: 24 April 2012</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>Fokker Services B.V.</p>	<p>Type/Model designation(s) :</p> <p>F27 aeroplanes</p>
TCDS Number:	EASA.A.036
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2011-0228 dated 06 December 2011.
ATA 28	Fuel – Wing Main Tanks – Modification [Fuel Tank Safety]
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes, all serial numbers.
Reason:	<p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the FAA published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) published Interim Policy INT/POL/25/12. The design review conducted by Fokker Services on the Fokker 50 and Fokker 60 in response to these regulations revealed that the absence of electrical insulation material between a wing main tank Fuel Quantity Indication System (FQIS) probe and the bottom of the tank structure could, under certain conditions, result in an ignition source in the tank vapour space.</p> <p>This condition, if not corrected, could result in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>To address this unsafe condition, EASA issued AD 2011-0228 to require the application of sealant below the FQIS probes in the wing main tanks and after modification, repetitive inspections to verify that the sealant remains undamaged and, if damage is detected, repair or reapplication of sealant.</p> <p>Since that AD was issued, EASA decided to amend the compliance time, to require modification at the next scheduled fuel tank opening. For that reason, this AD retains the requirements of EASA AD 2011-0228, which is superseded, amending the compliance time, at the same time delaying the effective date to compensate for reducing compliance time.</p>
Effective Date:	24 June 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) At the next scheduled opening of the fuel tanks after the effective date of this AD, apply sealant below the FQIS probes in the wing main tanks in accordance with the instructions of Fokker Services B.V. (Fokker) Service Bulletin (SB) SBF50-28-034. <p>Note: The sealant to be applied, as required by this AD, must be approved for the purpose. Refer to paragraph 2.B. of SBF50-28-034 or contact Fokker for details.</p> <ol style="list-style-type: none"> (2) Within 168 months after modification of an aeroplane as required by paragraph (1) of this AD, and thereafter at intervals not to exceed 168 months, inspect the tank structure below each FQIS probe in the wing main tanks to determine that the sealant coating is undamaged. (3) If, during any inspection as required by paragraph (2) of this AD, damage is detected, before next flight, repair or reapply the coating in accordance with the instructions for the Fuel Airworthiness Limitations Item (ALI) in paragraph 1.L.(1).(c) of Fokker SBF50-28-034. Repair or reapplication of sealant does not constitute terminating action for the repetitive inspections required by paragraph (2) of this AD. (4) After modification of an aeroplane as required by paragraph (1) of this AD, do not install a FQIS probe in the wing main tanks or install a wing main tank cover on that aeroplane, unless the coating of sealant is in compliance with the requirements of this AD. (5) Compliance with the requirements of paragraphs (2), (3) and (4) of this AD can be demonstrated by: <ol style="list-style-type: none"> (5.1) Revising as follows the approved aircraft maintenance programme on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane: <p>Incorporate the Fuel ALI and CDCCL in accordance with the information in paragraph 1.L.(1)(c) of Fokker SBF50-28-034, and</p> (5.2) Complying with the approved aircraft maintenance programme described in paragraph (5.1) of this AD.
<p>Ref. Publications:</p>	<p>Fokker Services SBF50-28-034 dated 02 September 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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 15 February 2012 as PAD 12-015 for consultation until 14 March 2012. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical aspects of the requirements in this AD, please contact Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, The Netherlands; telephone +31 88-628-00 00; facsimile +31 88-628-01 11; e-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.