



## Airworthiness Directive

**AD No.:** 2017-0008

**Issued:** 16 January 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

FOKKER SERVICES B.V.

### Type/Model designation(s):

F28 aeroplanes

**Effective Date:** 30 January 2017

**TCDS Number(s):** EASA.A.037

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes Civil Aviation Authority (CAA) of the Netherlands (NL) AD (BLA) 92-139 dated 27 November 1992.

## ATA 49 – Airborne Auxiliary Power – Flexible Fuel Drain Line – Replacement

### Manufacturer(s):

Fokker Aircraft B.V.

### Applicability:

F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.

### Reason:

Reports were received of electrical arcing between the auxiliary power unit (APU) starter motor positive terminal and the APU fuel drain line. Investigation showed that these events were due to contact between the metal braiding on the APU fuel drain line and the positive terminal of the APU starter motor.

This condition, if not corrected, could lead to a fire during APU start, possibly resulting in damage to the aeroplane.

In response to these findings, Fokker issued Service Bulletin (SB) SBF100-49-023, later amended by SB Change Notification (SBCN), with instructions to install two additional clamps on the APU fuel supply line and the flexible APU fuel drain line. Consequently, CAA-NL issued AD 92-139 to require the actions described in Fokker SBF100-49-023.



Since that AD was issued, following reports of arcing and chafing damage to the APU fuel drain line, the investigation revealed that the two additional clamps and the instructions in SBF100-49-023 would not meet the intent of ensuring sufficient clearance between the APU fuel drain line and the positive terminal of the APU starter motor.

To address this potential unsafe condition, Fokker Services published SBF100-49-037 to introduce a new flexible APU fuel drain line that is one inch shorter and has one elbow flange, thus enabling to restore sufficient clearance with the positive terminal of the APU starter motor.

For the reasons described above, this AD supersedes CAA-NL AD 92-139 and requires replacement of the flexible APU fuel drain line, removal of the additional clamps introduced by SBF100-49-023, and a check to verify sufficient clearance between the APU fuel drain line and the positive terminal of the APU starter motor.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Replacement:**

- (1) Within 12 months after the effective date of this AD, remove the two additional clamps Part Number (P/N) MS21919WCH5 and P/N MS21919WCH13 and replace APU fuel drain line P/N D67066-409 with a new APU fuel drain line P/N W67066-401, in accordance with the instructions of Fokker Services SBF100-49-037.

**Part(s) Installation:**

- (2) After modification of an aeroplane as required by paragraph (1) of this AD, do not install any APU fuel drain line P/N D67066-409 on that aeroplane.

**Ref. Publications:**

Fokker Services SBF100-49-037 original issue dated 31 October 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Fokker Aircraft SBF100-49-023 original issue dated 20 November 1992, SBCN SBF100-49-023/01 dated 5 April 1993, and Revision 1 (cancellation) dated 31 October 2016.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 14 December 2016 as PAD 16-172 for consultation until 11 January 2017. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



4. For any question concerning the technical content of the requirements in this AD, please contact: Fokker Services B.V., Technical Services Dept.,  
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The referenced publication(s) can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

