Ministry of Transport, Public Works and
Water Management
Directorate-General of Cicil Aviation
Aeronautical Inspection Directorate

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Airworthiness Directive of the Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

Caution

In accordance with the Civil Air Navigation Regulations (RTL), Articles 76 and 88, the following Airworthiness Directive (BLA) is issued by the Director-General of Civil Aviation of the Netherlands (Directeur-Generaal van de Rijksluchtvaartdienst-RLD). Airworthiness Directives affect aviation safety. These are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive.

BLA nr : 1999-114 (A)
Date : September 13, 1999

FOKKER SERVICES B.V.
(formerly Fokker Aircraft B.V.)
Model F.28 series

RLD Type Certificate Nr.: A23F

FUEL - FUEL BOOST PUMP WIRING - INSPECTION/REPLACEMENT

Description:
Following the tragedy of the TWA800 accident and the subsequent suspicion of faulty wiring in and around aircraft fuel tanks, Fokker Services have conducted a Fuel System Safety Program (FSSP) investigation. This has now revealed that on the F.28 *"Fellowship"* series aircraft, the Fuel Boost Pump wiring insulation layers can be damaged during removal and installation of the wiring, or by chafing.
Also, two separate cases of arcing have been found in Fuel Boost Pump wiring metal conduits, which are located in the Fuel Collector Tank. During the removal of the wiring for this inspection, it was also revealed that the insulation layers had circumferential cracks, in some cases down to the conductor of the aged wiring, making replacement of the wiring necessary. Although no arc-through of the conduit wall was observed on the affected in-service aircraft, nor during subsequent tests conducted by Fokker Services to deliberately arc-through a conduit wall, such an event cannot be excluded at this moment. Since a potentially unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) is issued to require a one-time review of the aircraft Maintenance Logs, a repetitive check for signs of fuel leakage from the Boost Pump wiring conduits inside the Main Landing Gear strut bays and corrective action, as necessary, and eventual replacement of the existing three single wires inside the Boost Pump metal conduit.

Applicability: **Fokker Aircraft B.V.** Model F.28 Mk.1000 through Mk.4000 series, all serial numbers

Effective date: September 27, 1999

Compliance: Required as indicated, unless accomplished previously.

(a) Within the next 30 days after the effective date of this directive, perform a one-time review of the aircraft Maintenance Logs in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin (SB) F28/28-46 dated September 1, 1999 or a later RLD-approved revision;

(b) If, either during the review as required by paragraph (a) of this directive or during subsequent service of the aircraft, reports are found of resettable or unresettable tripping of Fuel Boost Pump circuit breakers, **within the next 10 days after the occurrence**, perform corrective actions in accordance with Part 2 of the Accomplishment Instructions of Fokker SB F28/28-46 dated September 1, 1999 or a later RLD-approved revision;

NOTE : During these 10 days, operation with an unserviceable boost pump is only allowed, provided that the boost pump circuit breaker is pulled and secured; **and** both the circuit breaker and the boost pump switch are placarded as "inoperative". MMEL item 28-22-1 and the relevant Operating Procedure also pertain to this subject.

(c) Within the next 30 days after the effective date of this directive and thereafter at intervals not to exceed 90 days, check for signs of fuel leakage from the Boost Pump wiring conduits in accordance with Part 1 of the Accomplishment Instructions of Fokker SB F28/28-46 dated September 1, 1999 or a later RLD-approved revision;

(d) If, either during the inspections as required by paragraph (c) of this directive or during any other inspection, fuel leakage is found from the Fuel Boost Pump wiring conduit on the rear spar of the wing, **before further flight**, perform corrective actions in accordance with Part 2 of the Accomplishment Instructions of Fokker SB F28/28-46 dated September 1, 1999 or a later RLD-approved revision;

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(e) Replace the existing three single wires inside the Boost Pump metal conduit with three twisted wires, protected by a Polyamide braided wire sleeve, within the compliance period as indicated in the following schedule and in accordance with Part 3 of the Accomplishment Instructions of Fokker SB F28/28-46 dated September 1, 1999 or a later RLD-approved revision.

Aircraft total time in service on the effective date of this directive	**Compliance period after the effective date of this directive**
equal to or exceeding 40,000 flight hours	1 year
less than 40,000 flight hours	2 years

(f) After replacement of the wiring inside the Boost Pump metal conduit as required by paragraph (e) of this directive, the inspections and checks of paragraphs (a) through (d) of this directive are no longer required.

Remarks:

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **Fokker Services B.V., Technical Services Dept., P.O.Box 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone (31) 252-627-350; facsimile (31) 252-627-211.**
- Compliance with this AD must be recorded in the proper Aircraft Log Book(s).
- Where applicable, the requirements of this AD must be integrated into the aircraft's Maintenance Schedule.

Address inquiries concerning this AD to:

Bureau Coordination & Technical Information (CTI); Telephone 31-(0)23-566 3155; Facsimile 31-(0)23-566 3006; Telex 74592 rldli nl
E-mail *"info.register@rld.minvenw.nl"*