


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2008-0090</b></p> <p><b>Date: 13 May 2008</b></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><b>Type Approval Holder's Name :</b> Fokker Services B.V.</p>	<p><b>Type/Model designation(s) :</b> F28 Mark 0070 and Mark 0100 aircraft</p>
TCDS Number :	EASA A.037
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 31</b>	<b>Indicating / Recording Systems – Flight Warning Computer – Replacement</b>
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0100 aircraft, all serial numbers; and F28 Mark 0070 aircraft serial numbers 11521, 11528 through 11537, 11545, 11547, 11553, 11557, 11561, 11562, 11566, 11567, 11571, 11572, 11576 through 11579, 11581 through 11583 (all fitted with centre wing fuel tank).
Reason:	<p>A recent design review has been carried out on the F28 Mark 0070/0100 fuel system in accordance with the guidelines related to FAA SFAR 88 (Fuel Tank Safety Program) and JAA INT/POL/25/12. The review revealed that under certain failure conditions, prolonged dry running of the fuel transfer pumps may result in an ignition source in the centre wing fuel tank. This condition, if not corrected, could lead to ignition of flammable fuel vapours, resulting in fuel tank explosion and consequent loss of the aircraft.</p> <p>To address and correct this unsafe condition, new software (version V13.55) has been developed for the Flight Warning Computer (FWC). This software update introduces a decreased time delay of the centre wing fuel tank low pressure alert from 15 minutes to 60 seconds, to stop prolonged dry running of the fuel transfer pumps.</p> <p>For the reasons described above, this EASA Airworthiness Directive (AD) requires the replacement of the FWC with a modified unit, incorporating software version V13.55.</p>
Effective Date:	27 May 2008

Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><b>Note:</b> For the purpose of this AD, the affected aircraft are assumed to have complied with the requirements of CAA Netherlands AD (BLA) 1998-110 dated 31 August 1998 and BLA 2002-119 dated 30 August 2002, as applicable. For aircraft registered in European Member States and associated countries, the compliance time to replace the FWC as specified in each of these ADs expired on 01 April 2000 and 01 October 2004, respectively.</p> <p>(1) Within 36 calendar months after the effective date of this AD, remove FWC units with Part Number (P/N) 80-0610-3-45 and P/N 80-0610-3-50 from the aircraft and replace with modified units with P/N 80-0610-3-55, in accordance with the Accomplishment Instructions of Fokker Services SBF100-31-067;</p> <p>(2) Concurrent with the accomplishment of the replacement as required by paragraph (1) of this AD, amend the Airplane Flight Manual (AFM) as specified in Fokker Services Manual Change Notification - Operational Documentation (MCNO) F100-050 dated 31 January 2008 or using AFM pages supplied by Fokker Services;</p> <p>(3) After accomplishment of the replacement as required by paragraph (1) of this AD on an aircraft, no person shall install a spare FWC having P/N 80-0610-3-45 or P/N 80-0610-3-50 on that aircraft, unless it has been modified to P/N 80-0610-3-55 standard in accordance with Honeywell SB 80-0610-31-0003.</p>
Ref. Publications:	<p>Fokker Services SBF100-31-067 dated 31 January 2008, or Revision 1 dated 24 April 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Fokker Services MCNO F100-050 dated 31 January 2008.</p> <p>Honeywell SB 80-0610-31-0003 dated 13 February 2008.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 01 April 2008 as PAD 08-043 for consultation until 29 April 2008. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA; E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: 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; e-mail: <a href="mailto:technicalservices.fokkerservices@stork.com">technicalservices.fokkerservices@stork.com</a> The referenced publications can be downloaded from <a href="http://www.myfokkerfleet.com">www.myfokkerfleet.com</a></li> </ol>