EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0156R1 **Date: 03 April 2014** 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.

This AD is issued in accordance with EU 748/2012, Part 21.A.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].

Design Approval Holder's Name:	**Type/Model designation(s):**
FOKKER SERVICES B.V.	F28 aeroplanes

TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2010-0156 dated 03 august 2010.

ATA 28	**Fuel – Outer Wing Upper Skin Panel Reinforcement Structure – Inspection / Rework [Fuel Tank Safety]**
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 1000, 2000, 3000 and 4000 series aeroplanes, all serial numbers, except those modified in accordance with Fokker Services Service Bulletin (SB) SBF28-57-098, or modified in accordance with SBF28-28-054 at Revision 1.
Reason:	Prompted by accident of a Boeing 747-131 (flight TWA800), the FAA has published Special Federal Aviation Regulation (SFAR) 88, and the JAA has published Interim Policy INT/POL/25/12. The design review conducted by Fokker Services on the Fokker F28 type design in response to these regulations revealed that, under certain conditions, an ignition source may develop in the wing tank vapour space, due to insufficient clearance between the wiring along the Fuel Quantity Tank Units (FQTU's) and the local reinforcing structure around the upper skin cut-out. This condition, if not corrected, in combination with flammable fuel vapours, could result in a wing tank explosion and consequent loss of the aeroplane. To address this potential unsafe condition, EASA issued AD 2010-0156 to require a one-time inspection to investigate if a clearance of 3 mm (0.12 inch) or more is available at specific positions between the FQTU probes wiring and the surrounding reinforcement structure of the wing upper skin and corrective rework actions, depending on findings. Since that AD was issued, it was determined that modification of an aeroplane in accordance with Fokker Services Service Bulletin (SB) SBF28-57-098, or in

	accordance with SBF28-28-054 at Revision 1 (R1), whose instructions include reworking of the FQTU installation, are acceptable alternative methods to comply with the requirements of this AD. For the reason described above, this AD is revised to exclude certain aeroplanes (post-SBF28-57-098 or post-SBF28-28-054R1 configuration) from the Applicability, and confirm that accomplishment of either of these SBs is an alternative method of compliance (AMOC) for the requirements of this AD. More information on this subject can be found in Fokker Services All Operators Message AOF28.038#02.
Effective Date:	Revision 1: 03 April 2014 Original issue: 17 August 2010
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously. (1) At a scheduled opening of the fuel tanks, but not later than 84 months after 17 August 2010 [the effective date of the original issue of this AD], whichever occurs first, inspect the upper wing skin FQTU hole reinforcement structure for the minimum clearance with the Fuel Quantity Indication probe wiring in accordance with the Accomplishment Instructions of Fokker Services SBF28-57-097. (2) If, during the inspection as required by paragraph (1) of this AD, the minimum clearance is found to be insufficient, before next flight, rework the surrounding structure to remove the possibility of an ignition source, in accordance with the Accomplishment Instructions of Fokker Services SBF28-57-097. (3) Modification of an aeroplane in accordance with the Accomplishment Instructions of Fokker Services SBF28-57-098, or in accordance with the Accomplishment Instructions of Fokker Services SBF28-28-054 at Revision 1, is an approved AMOC for the requirements of paragraphs (1) and (2) of this AD for that aeroplane.
Ref. Publications:	Fokker Services SBF28-57-097 original issue date dated 06 May 2010, or Revision 1 dated 10 June 2010, or Revision 2 dated 09 January 2014. Fokker Services SBF28-57-098 dated 09 January 2014. Fokker Services SBF28-28-054 Revision 1 dated 09 January 2014. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted for consultation as PAD 10-064 for consultation until 21 July 2010. No comments were received during the consultation period. 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 content 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 +31-88-6280-350; facsimile +31-88-6280-111; e-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.