


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0159</p> <p>Date: 03 August 2010</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>F28 Mark 0070 and Mark 0100 aeroplanes</p>
TCDS Number :	EASA.A.037	
Foreign AD :	Not applicable	
Supersedure :	None	
ATA 28	Fuel – Wing Tank Overflow Valve Sense Line- & Wiring Conduit Hose Attachments – Inspection / Modification [Fuel Tank Safety]	
Manufacturer(s):	Fokker Aircraft B.V.	
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.	
Reason:	<p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the Federal Aviation Administration (FAA) has published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) have published Interim Policy INT/POL/25/12. The review, conducted by Fokker Services on the Fokker 100 and Fokker 70 type design in response to these regulations, revealed that the fuel sense line from the overflow valves may touch the adjacent fuel-quantity indication-probe. Under certain conditions, this may result in an ignition source in the wing tank vapour space.</p> <p>This condition, if not detected and corrected, could result in a wing fuel tank explosion and consequent loss of the aeroplane.</p> <p>For the reasons described above, this AD requires a one-time inspection to check the route and clamping of the sense line hose and wiring conduit hose to each wing tank overflow valve and, depending on the findings, the necessary corrective actions.</p>	
Effective Date:	17 August 2010	

<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 a scheduled opening of the fuel tank, but not later than 84 months after the effective date of this AD, inspect the routing and clamping of the sense line hose and wiring conduit hose to each wing tank overflow valve in accordance with Part 1 of the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF100-28-050. (2) If, during the inspection as required by paragraph (1) of this AD, incorrect routing or clamping of the hoses are found, before next flight, install two brackets next to the overflow valve for the main tank access panel, make a modification to the routing of the hose for the sense line and install clamps to keep the hoses in position, in accordance with Part 2 of the Accomplishment Instructions of Fokker Services SBF100-28-050. (3) After determining that the routing and clamping of the sense line hose and wiring conduit hose to each wing tank overflow valve on an aeroplane are correct, as required by paragraph (1) of this AD, or after modification of an aeroplane as required by paragraph (2) of this AD, as applicable, make certain that the sense line hose and wiring conduit hose to each wing overflow valve on that aeroplane remain routed and clamped in compliance with the requirements of this AD. (4) Compliance with the requirement of paragraph (3) of this AD can be demonstrated by: <ol style="list-style-type: none"> (4.1) Revising as follows the approved aircraft maintenance programme for which the Operator or the Owner ensures the continuing airworthiness of each operated aeroplane: Incorporate the CDCCL item in accordance with the information in paragraph 1.L.(1).(c). of Fokker Services SBF100-28-050, and (4.2) Complying with the approved aircraft maintenance programme described in paragraph (4.1) of this AD.
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-28-050 dated 03 June 2010.</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 01 July 2010 as PAD 10-069 for consultation until 29 July 2010. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification 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 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone +31 252-627-350; facsimile +31 252-627-211; e-mail: technicalservices.fokkerservices@fokker.com The referenced publication can be downloaded from www.myfokkerfleet.com