EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0182 **Date: 30 August 2010** 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 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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Fokker Services B.V.	F27 Mark 050, 0502 and 0604 aeroplanes

TCDS Number :	EASA.A.036
Foreign AD :	Not applicable
Supersedure :	This AD supersedes CAA-NL AD (BLA) 90-054 dated 18 May 1990.

ATA 28	**Fuel – Fuel Pipes in Engine Nacelles – Inspection / Replacement [Fuel Tank Safety]**
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F27 Mark 050, 0502 and 0604, serial numbers 20143 through 20335, except those with inboard fuel tanks installed.
Reason:	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) has published Interim Policy INT/POL/25/12. The review conducted by Fokker Services on the Fokker 50 and Fokker 60 type design, in response to these regulations, revealed that the clearance between parts of the main landing gear (MLG) and the fuel pipes may be insufficient. This condition, if not detected and corrected, could lead to chafing, possibly resulting in fuel leakage and, in combination with other factors, a fuel fire. For the reasons described above, this AD requires actions to ensure a minimum clearance is maintained between the parts of the MLG and the fuel pipes in both nacelles.
Effective Date:	13 September 2010

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously. (1) Within 6 months after the effective date of this AD, accomplish the following actions concurrently: (1.1) Check the part numbers (P/N) of each fuel pipe (two in each nacelle) in accordance with Part 1 of the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF50-28-028. (1.2) If, as a result of the check as required by paragraph (1.1) of this AD, other fuel pipe P/N than specified in Part 1 of the Accomplishment Instructions of Fokker Services SBF50-28-028 are found to be installed, inspect the clearance between the fuel pipes and the parts of the MLG, in accordance with Part 2 of the Accomplishment Instructions of Fokker Services SBF50-28-028. (2) If, during the inspection as required by paragraph (1.2) of this AD, the measured clearance is 3.0 mm or less for one or more fuel pipes, or chafing marks are found on one or more fuel pipes, install new fuel pipes in both engine nacelles at the time indicated in Table 1 of this AD, as applicable, in accordance with the Accomplishment Instructions of Fokker Services SBF50-28-031. Table 1 – Fuel Pipes Replacement **Findings:** / **Compliance Time:** clearance of less than 1.5 mm, or chafing marks / before next flight clearance between 1.5 mm and 3.0 mm / within 24 months after the effective date of this AD (3) If, during the inspection as required by paragraph (1.2) of this AD, the measured clearance of all fuel pipes is more than 3.0 mm, within 4 800 flight hours (FH) after the inspection as required in paragraph (1.2) of this AD, and thereafter at intervals not to exceed 4 800 FH, inspect the clearance in accordance with the instructions for the Fuel ALI in paragraph 1.L.(1).(c) of Fokker Services SBF50-28-028. (4) If, during any inspection as required by paragraph (3) of this AD, the measured clearance is 3.0 mm or less for one or more fuel pipes, or chafing marks are found on one or more fuel pipes), install new fuel pipes in both engine nacelles at the time indicated in Table 2 of this AD, as applicable, in accordance with the Accomplishment Instructions of Fokker Services SBF50-28-031. Table 2 – Fuel Pipes Replacement **Findings:** / **Compliance Time:** clearance of less than 1.5 mm, or chafing marks / before next flight clearance between 1.5 mm and 3.0 mm / within 24 months after the inspection finding (5) Installation of new fuel pipes, optionally or as required by paragraph (2) or paragraph (4) of this AD, as applicable, in accordance with the Accomplishment Instructions of Fokker Services SBF50-28-031, constitutes terminating action for the repetitive inspections required by paragraph (3) of this AD.

	(6) **For aeroplanes that are equipped with one or more fuel pipes with other P/N than specified in Part 1 of the accomplishment instructions of SBF50-28-028:** From the effective date of this AD, each time when fuel pipes are removed and refitted or replaced (same P/N), or when a MLG upper member, outer cylinder, drag stay or lock link is removed from, or (re)installed in the LH or RH nacelle, ensure that the clearance is at least 3.0 mm. (7) **For aeroplanes equipped with only fuel pipes with P/N as specified in Part 1 of the accomplishment instructions of SBF50-28-028:** From the effective date of this AD, or after modification of the aeroplane in accordance with the Accomplishment Instructions of Fokker Services SBF50-28-031, as applicable, ensure that the aeroplane remains in post-SBF50-28-031 configuration. (8) Compliance with the requirements of paragraphs (3), (4), (6) and (7) of this AD can be demonstrated by: (8.1) 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 Fuel ALI and CDCCL, as applicable to the aeroplane configuration, in accordance with the information in paragraph 1.L.(1).(c) of Fokker Services SBF50-28-028. (8.2) Complying with the approved aircraft maintenance programme described in paragraph (8.1) of this AD.
Ref. Publications:	Fokker Services SBF50-28-028 dated 20 May 2010. Fokker Services SBF50-28-031 dated 20 May 2010. 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. This AD was posted on 20 July 2010 as PAD 10-075 for consultation until 17 August 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