EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0197 **Date: 01 October 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 EASA AD 2010-0182 dated 30 August 2010.

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 20133 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. EASA issued AD 2010-0182 to require actions to ensure that a minimum clearance is maintained between the parts of the MLG and the fuel pipes in both nacelles. Since that AD was issued, it was discovered that aeroplane serial numbers 20133 through 20142 were erroneously omitted in the original Fokker Service Bulletins (SB) and consequently the AD did not apply to those aeroplanes. The two SB's (some typographical errors in part numbers were also found) have now been revised to correct this omission. For the reasons described above, this new AD retains the requirements of AD 2010-0182, which is superseded, and expands the Applicability to add the 10 missing serial numbers.

Effective Date:	15 October 2010
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously. (1) Within 6 months after 13 September 2010 [the effective date of AD 2010-0182], 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 SBF50-28-028 Revision 1 (R1). (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 R1 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 R1. (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 R1. 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 13 September 2010 [the effective date of AD 2010-0182]

(3) If, during the inspection as required by paragraph (1.2) of this AD, the measured clearance of all fuel pipes is 1.5 mm or more, 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 Airworthiness Limitations Item (ALI) in paragraph 1.L.(1).(c) of Fokker Services SBF50-28-028 R1.

(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 R1.

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 R1, 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 13 September 2010 [the effective date of AD 2010-0182], 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 13 September 2010 [the effective date of AD 2010-0182], or after modification of the aeroplane in accordance with the Accomplishment Instructions of Fokker Services SBF50-28-031 R1, as applicable, ensure that the aeroplane remains in post-SBF50-28-031 R1 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 Critical Design Configuration Control Limitation (CDCCL), as applicable to the aeroplane configuration, in accordance with the information in paragraph 1.L.(1).(c) of Fokker Services SBF50-28-028 R1. (8.2) Complying with the approved aircraft maintenance programme described in paragraph (8.1) of this AD. (9) Inspections and corrective actions accomplished prior to the effective date of this AD, in accordance with Fokker Services SBF50-28-028 and SBF50-28-031, both at original issue, are acceptable to comply with the initial requirements of this AD. After the effective date of this AD, inspections and corrective actions must be accomplished in accordance with Fokker Services SBF50-28-028 and SBF50-28-031, both at R1.
Ref. Publications:	Fokker Services SBF50-28-028 R1 dated 15 September 2010. Fokker Services SBF50-28-031 R1 dated 15 September 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. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.. 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