

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0217</p> <p>Date: 21 October 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>	
Type Approval Holder's Name : Fokker Services B.V.	Type/Model designation(s) : F28 aeroplanes
TCDS Number : EASA.A.037	
Foreign AD : Not applicable	
Supersedure : None	
ATA 28	Fuel – Fuel Quantity Indication System – Inspection / Modification [Fuel Tank Safety]
Manufacturer(s):	Fokker Aircraft B.V. (and predecessor companies)
Applicability:	F28 Mark 1000, 1000C, 2000, 3000, 3000C, 3000R, 3000RC and 4000 aeroplanes, all serial numbers.
Reason:	<p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the Federal Aviation Administration (FAA) have 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 F28 type design in response to these regulations revealed that, on certain aeroplanes, an interrupted shield contact may exist or develop between the housing of an in-tank Fuel Quantity Indication (FQI) cable plug and the cable shield of the shielded FQI system cables in the main and collector fuel tanks which can, under certain conditions, form a spark gap.</p> <p>This condition, if not detected and corrected, may create an ignition source in the tank vapour space, possibly resulting in a wing fuel tank explosion and consequent loss of the aeroplane.</p> <p>For the reasons described above, this AD requires, for certain aeroplanes, a one-time inspection to check for the presence of a by-pass wire between the housing of each in-tank FQI cable plug and the cable shield and, depending on findings, the installation of a by-pass wire. In addition, this AD requires the implementation of a Critical Design Configuration Control Limitations (CDCCL) task to make certain that the by-pass wire remains installed.</p> <p>On later production aeroplanes, a different plug has been introduced, Souriau</p>

	Part Number (P/N) 20P227-2. This plug has an improved shield connection to the housing of the plug, for which the installation of a by-pass wire is not necessary. For aeroplanes with the improved plug installed, this AD only requires the implementation of a CDCCL task to make certain that this type of plug remains installed.
Effective Date:	04 November 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously.</p> <ol style="list-style-type: none"> (1) For F28 serial numbers 11003 through 11041 and 11991 through 11994: At a scheduled opening of the fuel tanks, but not later than 84 months after the effective date of this AD, inspect for the presence of a by-pass wire between the housing of each in-tank FQI cable plug and the cable shield in accordance with Part 1 of the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF28-28-053 Revision 1 (R1). (2) If, during the inspection as required by paragraph (1) of this AD it is found that a by-pass wire is not installed, before next flight, install the by-pass wire between the housing of the in-tank FQI cable plug and the cable shield in accordance with Part 2 of the Accomplishment Instructions of Fokker Services SBF28-28-053 R1. (3) After determining that by-pass wires are installed, as required by paragraph (1) of this AD, or after the installation of by-pass wires, as required by paragraph (2) of this AD, as applicable, make certain that a by-pass wire remains installed between the housing of each in-tank FQI cable plug and the cable shield, 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 CDCCL-1 in accordance with the information in paragraph 1.L.(1).(c). of Fokker Services SBF28-28-053 R1, and (4.2) Complying with the approved aircraft maintenance programme described in paragraph (4.1) of this AD. (5) For F28 serial numbers 11042 through 11241: From 3 months after the effective date of this AD, make certain that Souriau P/N 20P227-2 plugs remain installed at all in-tank FQI cable plug positions. (6) Compliance with the requirement of paragraph (5) of this AD can be demonstrated by: <ol style="list-style-type: none"> (6.1) Revising as follows the approved aircraft maintenance programme for which the Operator or the Owner ensures the continuing airworthiness of each operated aeroplane: incorporate CDCCL-2 in accordance with the information in paragraph 1.L.(1).(c). of Fokker Services SBF28-28-053 R1, and (6.2) Complying with the approved aircraft maintenance programme described in paragraph (6.1) of this AD. (7) Inspections and corrective actions accomplished prior to the effective date of this AD, in accordance with Fokker Services SBF28-28-053 original issue dated 22 June 2010, are acceptable to comply with the requirements of this AD. After the effective date of this AD, inspections and corrective actions must be accomplished in accordance with Fokker Services SBF28-28-053 R1.

Ref. Publications:	<p>Fokker Services SBF28-28-053 Revision 1 dated 20 September 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<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 03 September 2010 as PAD 10-092 for consultation until 01 October 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