

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0158</b></p> <p><b>Date: 26 August 2011</b></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><b>Type Approval Holder's Name :</b></p> <p>Fokker Services B.V.</p>	<p><b>Type/Model designation(s) :</b></p> <p>F28 Mark 0100 aeroplanes</p>
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	This AD supersedes CAA Netherlands (CAA-NL) AD (BLA) 93-160 dated 15 December 1993, and BLA 94-146 dated 30 September 1994.
<b>ATA 28</b>	<b>Fuel – Fuel-Balance Transfer System – Deactivation</b>
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	Fokker F28 Mark 0100 aeroplanes, serial numbers 11257, 11258, 11261, 11262, 11264, 11265, 11266, 11284, 11285, 11287, 11288, 11290, 11292, 11294, 11296, 11298, 11299, 11301, 11302, 11304, 11305, 11307, 11309, 11311, 11315, 11317, 11319, 11320, 11322, 11336, 11339, 11341 through 11344 inclusive, 11347, 11348, 11350, 11351, 11362, 11363, 11364, 11371, 11374, 11375, 11382, 11383, 11384, 11389, 11390, 11394, 11400, 11401, 11409, 11410, 11420 through 11424 inclusive, 11429, 11430, 11431, 11433, 11441 through 11456 inclusive, 11461, 11462, 11463, 11470 through 11475 inclusive, 11477, 11484, 11485, 11486, 11488, 11489, 11496, 11497, 11500, 11503, 11505, 11511, 11512, 11516, 11517, 11518 and 11527.
Reason:	<p>Some Fokker F28 Mark 0100 (Fokker 100) aeroplanes were delivered from the production line with a Fuel-Balance Transfer-System (FBTS) installed. Other Fokker 100 aeroplanes were delivered with only FBTS provisions and for some of those, an option existed for in-service activation of the FBTS, through Fokker Service Bulletin (SB) SBF100-28-021.</p> <p>The FBTS was designed to be used during maintenance activities to move the Centre of Gravity (CG) forward by transferring fuel from the main tanks to the centre tank through the crossfeed system and a Fuel-Balance Transfer-Valve (FBTV).</p> <p>In 1993, a dormant failure mode was discovered, which could lead to fuel starvation and consequently to a double engine flame-out, possibly resulting in</p>

	<p>a forced landing, damage to the aeroplane and injury to occupants. To address and correct this unsafe condition, CAA-NL issued BLA 93-160, which required modification of the FBTV (Fokker SBF100-28-029), and later BLA 94-146, which required deactivation of the FBTS (Fokker SBF100-28-030).</p> <p>Recently, one operator reported that on two aeroplanes, the FBTS had inadvertently been reactivated. SBF100-28-030 had been accomplished on both aeroplanes but apparently, (some of) the de-activation measures introduced with that SB were later made undone. Subsequent investigation also showed that Fokker SBF100-28-021, containing instructions for activating the FBTS, had inadvertently been left active when SBF100-28-029 and SBF100-28-030 were published. To address this safety concern, Fokker Services have issued SBF100-28-066, which introduces a task to deactivate the FBTS to a greater extent than previously required. At the same time, SBF100-28-021 has been cancelled by its Revision 1.</p> <p>For the reasons described above, this AD retains the requirements of BLA 93-160 and BLA 94-146, which are superseded, and requires the accomplishment of additional measures to deactivate the FBTS, in accordance with the instructions of Fokker Services SBF100-28-066.</p>
Effective Date:	09 September 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><b>Re-statement of requirement of BLA 93-160:</b></p> <p>(1) Within 30 days after 22 November 1993 [the effective date of BLA 93-160], remove actuator Part Number (P/N) 9409122 from the FBTV and install a locking device P/N D69691-003 on the FBTV, in accordance with the Accomplishment Instructions of Fokker SBF100-28-029.</p> <p><b>Re-statement of requirements of BLA 94-146:</b></p> <p>(2) After each use of the FBTS during maintenance after 15 October 1994 [the effective date of BLA 94-146], before next flight, inspect the position indicator of the FBTV to establish that the valve is in the CLOSED position, in accordance with Part 1 of the Accomplishment Instructions of Fokker SBF100-28-030.</p> <p>(3) Within 90 calendar days after 15 October 1994 [the effective date of BLA 94-146], deactivate the FBTS, in accordance with Part 2 or Part 3 of the Accomplishment Instructions of Fokker SBF100-28-030, as applicable to aeroplane configuration.</p> <p><b>New requirements of this AD:</b></p> <p>(4) Within 12 months after the effective date of this AD, modify the aeroplane in accordance with the Accomplishment Instructions of Fokker Services SBF100-28-066.</p> <p>(5) From the effective date of this AD, do not modify an aeroplane in accordance with the Accomplishment Instructions of Fokker SBF100-28-021 dated 06 September 1991. This SB has been cancelled by Fokker Services SBF100-28-021R1 dated 30 June 2011.</p>
Ref. Publications:	<p>Fokker SBF100-28-029 dated 10 November 1993.  Fokker SBF100-28-030 dated 28 August 1994.  Fokker SBF100-28-066 dated 30 June 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>This AD was posted on 14 July 2011 as PAD 11-069 for consultation until</li> </ol>

	<p>11 August 2011. No comments were received during the consultation period.</p> <ol style="list-style-type: none"><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>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 (0)252-627-350; facsimile +31 (0)252-627-211; e-mail: <a href="mailto:technicalservices@fokker.com">technicalservices@fokker.com</a>. The referenced publication can be downloaded from <a href="http://www.myfokkerfleet.com">www.myfokkerfleet.com</a>.</li></ol>
--	---