


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0227R1</b></p> <p><b>Date: 10 January 2012</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> Fokker Services B.V.</p>	<p><b>Type/Model designation(s) :</b> F28 aeroplanes</p>
TCDS Number :	EASA.A.037
Foreign AD :	Not applicable
Revision:	This AD revises EASA AD 2011-0227 dated 06 December 2011.
<b>ATA 28</b>	<b>Fuel – Wing and Integral Center Wing Tanks – Modification [Fuel Tank Safety]</b>
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and F28 Mark 0100 aeroplanes, all serial numbers (s/n).
Reason:	<p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the FAA published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) published Interim Policy INT/POL/25/12. The design review conducted by Fokker Services on the Fokker 70 and Fokker 100 in response to these regulations revealed that the absence of electrical insulation material between a wing or Integral Center Wing Tank (ICWT) Fuel Quantity Indication System (FQIS) probe and the bottom of the tank structure could, under certain conditions, result in an ignition source in the tank vapour space.</p> <p>This condition, if not corrected, could result in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>For the reasons described above, this AD requires the application of sealant below the FQIS probes in the wing tanks and below the FQIS probes in the ICWT, as applicable to aeroplane configuration. After modification, this AD requires repetitive inspections to verify that the sealant remains undamaged and, if damage is detected, repair or reapplication of sealant.</p> <p>This AD is revised to amend the requirement of paragraph (5) of the AD.</p>
Effective Date:	<p>Revision 1: 24 January 2012</p> <p>Original issue: 20 December 2011</p>

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <p>(1) <b>For F28 Mark 0070 and Mark 0100 aeroplanes, all s/n:</b> At a scheduled opening of the fuel tanks, but not later than 84 months after 20 December 2011 [the effective date of the original issue of this AD], apply sealant below the probes in the wing tanks in accordance with the instructions of Part 1 of Fokker Services Service Bulletin (SB) SBF100-28-067.</p> <p>(2) <b>For F28 Mark 0070 and Mark 0100 aeroplanes s/n 11442 through 11585 inclusive, if equipped with an ICWT:</b> At a scheduled opening of the fuel tank, but not later than 84 months after 20 December 2011 [the effective date of the original issue of this AD], apply sealant below the probes in the ICWT in accordance with the instructions of Part 2 of Fokker Services SBF100-28-067.</p> <p>Note: The sealant to be applied, as required by this AD, must be approved for the purpose. Refer to paragraph 2.B. of SBF100-28-067 or contact Fokker Services for details.</p> <p>(3) Within 96 months after modification of an aeroplane as required by paragraphs (1) and (2) of this AD, as applicable to aeroplane configuration, and thereafter at intervals not to exceed 96 months, inspect the tank structure below each FQIS probe in the wing tanks and, if applicable, below each FQIS probe in the ICWT, to determine that the sealant coating is undamaged.</p> <p>(4) If, during any inspection as required by paragraph (3) of this AD, damage is detected, before next flight, repair or reapply the coating, in accordance with the instructions for the Fuel ALI in paragraph 1.L.(1).(c) of Fokker Services SBF100-28-067. Repair or reapplication of sealant does not constitute terminating action for the repetitive inspections required by paragraph (3) of this AD.</p> <p>(5) After modification of an aeroplane as required by paragraph (1) or (2) of this AD, as applicable, do not install a FQIS probe in the wing tanks and, if applicable, in the ICWT of that aeroplane, or install a wing tank cover and, if applicable, an ICWT tank cover on that aeroplane, unless the coating of sealant is in compliance with the requirements of this AD.</p> <p>(6) Compliance with the requirements of paragraphs (3), (4) and (5) of this AD can be demonstrated by:</p> <p>(6.1) Revising as follows the approved aircraft maintenance programme on the basis of which the Operator or the Owner ensures the continuing airworthiness of each operated aeroplane:  Incorporate the Fuel ALI's and CDCCL's in accordance with the information in paragraph 1.L.(1)(c) of Fokker Services SBF100-28-067,  and</p> <p>(6.2) Complying with the approved aircraft maintenance programme described in paragraph (6.1) of this AD.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-28-067 dated 02 September 2011.</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>	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. The original issue of this AD was posted on 03 November 2011 as PAD 11-114 for consultation until 01 December 2011. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</p> <p>3. Enquiries regarding this AD should be referred to the Safety Information</p>

	<p>Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>4. For any question concerning the technical aspects of the requirements in this AD, please contact:</p> <p>Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, The Netherlands; telephone +31 88-628-00 00; facsimile +31 88-628-01 11; 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>.</p>
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