

EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2012-0241	
	Date: 12 November 2012	
<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 EU 748/2012, Part 21.A.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>		
Design Approval Holder's Name:	Type/Model designation(s):	
FOKKER SERVICES B.V.	F28 aeroplanes	
TCDS Number:	EASA.A.037	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 28	Fuel – Main Fuel Tanks Wiring – Modification [Fuel Tank Safety]	
Manufacturer(s):	Fokker Aircraft B.V.	
Applicability:	F28 Mark 0070 and F28 Mark 0100 aeroplanes, all serial numbers.	
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.</p> <p>The design review conducted by Fokker Services on the Fokker 70 and Fokker 100 in response to these regulations revealed that under certain failure conditions of the wiring of the Overflow Valve Reed Switch, or the solenoid of the Level Control Pilot Valve (LCPV), or the solenoid of the Re/De-fueling Shut-Off Valve, or the Collector-Tank Low Level Float-Switch, a short circuit may develop that causes a hot spot on the wiring conduit, or puncturing of the wiring conduit wall in the main fuel tank.</p> <p>This condition, if not corrected, could create an ignition source in the main fuel tank vapour space, possibly resulting in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>For the reasons described above, this AD requires the installation of fuses in the power supply wiring and/or return wiring for the main tank overflow valve reed-switches, the LCPV solenoid, the Re/De-fuel shut-off valve solenoid and the collector-tank Low Level float switch and subsequently, the implementation of the associated Critical Design Configuration Control Limitations (CDCCL).</p>	
Effective Date:	26 November 2012	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <p>(1) Within 24 months after the effective date of this AD, install fuses in the power supply wiring and/or return wiring for the main tank overflow valve reed-switches, the LCPV solenoid, the Re/De-fuel shut-off valve solenoid and the collector-tank Low Level float switch, in accordance with the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF100-28-068.</p> <p>(2) Prior to the modification as required by paragraph (1) of this AD, install a fuse in the LCPV wiring in accordance with the instructions of Fokker Services SBF100-28-042.</p> <p>Note 1: The modification as described in Fokker Services SBF100-28-042 is already required by EASA AD 2010-0195, with a compliance time of 24 months after the effective date (13 October 2010) of that AD.</p> <p>(3) CDCCL items: After modification of an aeroplane as required by paragraphs (1) and (2) of this AD, make certain that the wiring fuses remain installed on that aeroplane.</p> <p>(4) Compliance with the requirement of paragraph (3) of this AD can be demonstrated by:</p> <p>(4.1) 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:</p> <p style="padding-left: 40px;">Incorporate the CDCCL items in accordance with the information in paragraph 1.L.(1).(c) of Fokker Services SBF100-28-068,</p> <p style="padding-left: 40px;">and</p> <p>(4.2) Complying with the approved aircraft maintenance programme described in paragraph (4.1) of this AD.</p> <p>Note 2: More information on this subject can be found in Fokker Services All Operators Message AOF100.167#04.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-28-068 dated 10 August 2012.</p> <p>Fokker Services SBF100-28-042 dated 23 June 2010.</p> <p>Fokker Services AOF100.167#04 dated 14 August 2012</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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 09 October 2012 as PAD 12-129 for consultation until 06 November 2012. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL, Hoofddorp, The Netherlands; telephone +31-88-6280-350; facsimile +31-88-6280-111; e-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.