EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0242 **Date: 12 November 2012** 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 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].

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 – Fuel Tanks – Modification [Fuel Tank Safety]
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and F28 Mark 0100 aeroplanes, all serial numbers.
Reason:	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 no controlled bonding provisions are present on a number of critical locations, inside the fuel tank or connected to the fuel tank wall. This condition, if not corrected, may create an ignition source in the fuel tank vapour space, possibly resulting in a fuel tank explosion and consequent loss of the aeroplane. For the reasons described above, this AD requires the installation of additional bonding provisions and, subsequently, the implementation of the associated Fuel Airworthiness Limitation Items (ALI) and Critical Design Configuration Control Limitations (CDCCL).
Effective Date:	26 November 2012

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously.
	(1) Within 24 months after the effective date of this AD, install the additional bonding provisions in accordance with Part 3, 4, 5 and 6 of the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF100-28-069.
	(2) At the next scheduled opening of the fuel tanks after the effective date of this AD, install the additional bonding provisions in accordance with Parts 1, 2, 7, 8 and 9 of the Accomplishment Instructions of Fokker Services SBF100-28-069.
	(3) Fuel ALI and CDCCL: After modification of an aeroplane as required by paragraph (1) of this AD, and after modification of an aeroplane as required by paragraph (2) of this AD, respectively, ensure that the additional bonding provisions, as applicable, remain installed on that aeroplane in compliance with the requirements of this AD.
	Note 1: The intent of paragraph (3) of this AD is that, during the interim period between the modifications of paragraph (1) and those of paragraph (2), whichever is done first, the Fuel ALI and CDCCL for those first installed bonding provisions are already applied.
	(4) Compliance with the requirements of paragraph (3) of this AD can be demonstrated by:
	(4.1) Revising as follows the approved aircraft maintenance programme (AMP) 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 SBF100-28-069;
	and
	(4.2) Complying with the approved AMP described in paragraph (4.1) of this AD.
	Note 2: More information on this subject can be found in Fokker Services All Operators Message AOF100.167#04.
Ref. Publications:	Fokker Services SBF100-28-069 dated 17 August 2012.
	Fokker Services AOF100.167#04 dated 14 August 2012.
	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. This AD was posted on 09 October 2012 as PAD 12-130 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.