

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0027</p> <p>Date: 08 February 2013</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 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.		F27 aeroplanes
TCDS Number:	EASA.A.036	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 28		
Fuel – Inboard Fuel Tank Wiring – Modification [Fuel Tank Safety]		
Manufacturer(s):	Fokker Aircraft B.V.	
Applicability:	F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes, serial numbers 20267 through 20269 inclusive, 20293 through 20295 inclusive, 20305, 20308, 20311, 20321 and 20327.	
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 review conducted by Fokker Services on the Fokker 50/60 design in response to these regulations revealed that under certain failure conditions of the maximum fuel level (max level) sensor, or in the wiring to the max level sensor in the inboard fuel tanks, a short circuit may develop in an inboard fuel tank.</p> <p>This condition, if not corrected, could create an ignition source in an inboard 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 installation of fuses in the wiring of the max level sensor in the inboard fuel tanks and subsequently, the implementation of the associated Critical Design Configuration Control Limitations (CDCCL).</p>	
Effective Date:	22 February 2013	

<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 the fuses, packed in jiffy junctions in the wiring of the max level sensor in each inboard fuel tank and accomplish the system tests, in accordance with the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF50-28-036.</p> <p>(2) CDCCL items: After modification of an aeroplane as required by paragraph (1) of this AD, make certain that the wiring fuses remain installed on that aeroplane.</p> <p>(3) Compliance with the requirement of paragraph (2) of this AD can be demonstrated by:</p> <p>(3.1) 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>Incorporate the CDCCL items in accordance with the information in paragraph 1.L.(1).(c) of Fokker Services SBF50-28-036,</p> <p>and</p> <p>(3.2) Complying with the approved aircraft maintenance programme described in paragraph (3.1) of this AD.</p> <p>Note: More information on this subject can be found in Fokker Services All Operators Message AOF50.050#03.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF50-28-036 dated 01 November 2012.</p> <p>Fokker Services AOF50.050#03 dated 01 November 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 07 January 2013 as PAD 13-002 for consultation until 04 February 2013. No comments were received during the consultation period. 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.