EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0138 **Date: 30 May 2014** 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 – Centre Wing Tank Maximum Level Sensor Wiring – Modification [Fuel Tank Safety]**
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and F28 Mark 0100 aeroplanes, all serial numbers (s/n), if equipped with a centre wing tank.
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 review conducted by Fokker Services on the Fokker 70/100 design in response to these regulations revealed that a wiring failure, external to the centre wing fuel tank, causing a hot short circuit to a maximum (max) level sensor wire may result in excessive heating of the max level sensor element. This condition, if not corrected, could create an ignition source in the centre wing fuel tank vapour space, possibly resulting in a fuel tank explosion and consequent loss of the aeroplane. EASA issued AD 2012-0240 to address this unsafe condition, which required installation of three fuses in the wiring of the max level sensor(s) in the centre wing fuel tank per Fokker Services Service Bulletin (SB) SBF100-28-073. After that AD was issued, it was found that this technical solution caused fuel spills during refuelling and, consequently, EASA cancelled AD 2012-0240. More recently, Fokker Services issued SBF100-28-078, which cancelled SBF100-28-073, to correct the unsafe condition without the risk of fuel spills. For the reasons described above, this AD requires removal of one fuse from post-SBF100-28-073 aeroplanes, and installation of only two fuses on pre-SBF100-28-073 aeroplanes and, subsequently, the implementation of the

	associated Critical Design Configuration Control Limitation (CDCCL) items. More information on this subject can be found in Fokker Services All Operators Message AOF100.186#03.
Effective Date:	13 June 2014
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously. (1) For aeroplanes in post-SBF100-28-073 configuration: Within 24 months after 26 November 2012 [the effective date of EASA AD-2012-0240], remove one fuse from the wiring of the max level sensor(s) of the centre wing fuel tank, in accordance with the instructions as specified in paragraph (1.1) or (1.2) of this AD, as applicable. (1.1) For F28 Mark 0100 aeroplanes, s/n 11244 through 11441 inclusive: Part 1 of the Accomplishment Instructions of Fokker Services SBF100-28-078. (1.2) For F28 Mark 0070 and Mark 0100 aeroplanes, s/n 11442 and up, if equipped with an integral centre wing fuel tank: Part 3 of the Accomplishment Instructions of Fokker Services SBF100-28-078. (2) For aeroplanes in pre-SBF100-28-073 configuration: Within 24 months after 26 November 2012 [the effective date of EASA AD-2012-0240], install two fuses in the wiring of the max level sensor(s) of the centre wing fuel tank, in accordance with the instructions as specified in paragraph (2.1) or (2.2) of this AD, as applicable. (2.1) For F28 Mark 0100 aeroplanes, s/n 11244 through 11441 inclusive: Part 2 of the Accomplishment Instructions of Fokker Services SBF100-28-078. (2.2) For F28 Mark 0070 and Mark 0100 aeroplanes, s/n 11442 and up, if equipped with an integral centre wing fuel tank: Part 4 of the Accomplishment Instructions of Fokker Services SBF100-28-078. (3) Before next flight after modification of an aeroplane as required by paragraph (1) or (2) of this AD, as applicable, accomplish the after-installation tests on that aeroplane and, depending on the test results, accomplish all applicable corrective actions in accordance with Part 5 of the Accomplishment Instructions of Fokker Services SBF100-28-078. (4) CDCCL items: After modification of an aeroplane as required by paragraph (1) or (2) of this AD, as applicable, ensure that the wiring fuses remain installed on that aeroplane in accordance with the information provided in paragraph 1.L.(1)(c) of Fokker Services SBF100-28-078. (5) Compliance with the requirement of paragraph (4) of this AD can be demonstrated by: (5.1) 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 CDCCL related information provided in paragraph 1.L.(1).(c) of Fokker Services SBF100-28-078, and (5.2) Complying with the approved aircraft maintenance programme described in paragraph (5.1) of this AD.
Ref. Publications:	Fokker Services SBF100-28-078 dated 23 January 2014. The use of later approved revisions of this document 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 28 April 2014 as PAD 14-074 for consultation until 26 May 2014. 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; Fax +31-88-6280-111; E-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.