


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2006-0207R1</p> <p>Date: 26 May 2009</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>Type Approval Holder's Name :</p> <p>Fokker Services B.V.</p>	<p>Type/Model designation(s) :</p> <p>F27 aeroplanes</p>
<p>TCDS Number : EASA.A.036</p>	
<p>Foreign AD : Not applicable</p>	
<p>Revision : This AD revises and replaces EASA AD 2006-0207 dated 12 July 2006</p>	
ATA 28	Fuel Tank Safety – Fuel Airworthiness Limitations – Implementation
Manufacturer(s):	Fokker Aircraft B.V. and predecessor companies.
Applicability:	F27 Mark 200, 300, 400, 500, 600 and 700 aeroplanes, all serial numbers.
Reason:	<p>Prompted by the accident of a Boeing 747-131 (flight TWA800), the FAA published SFAR 88 (Special Federal Aviation Regulation 88). Subsequently, the Joint Aviation Authorities (JAA) recommended the application of a similar regulation to the National Aviation Authorities (NAA) of its member countries. Under this regulation, all holders of type certificates for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 3 402 kg (7 500 lbs) or more, which have received their certification since 01 January 1958, are required to conduct a design review against explosion risks.</p> <p>In August 2005, EASA published a policy statement on the process for developing instructions for maintenance and inspection of Fuel Tank System ignition source prevention (EASA D 2005/CPRO), that also included the EASA expectations with regard to compliance times of the corrective actions on the unsafe and the not unsafe part of the harmonised design review results.</p> <p>Fuel Airworthiness Limitations arising from the required systems safety analysis are items that have been shown to have failure mode(s) associated with an 'unsafe condition' as defined in the FAA memo 2003-112-15 'SFAR 88 – Mandatory Action Decision Criteria'. These are identified in Failure Conditions for which an unacceptable probability of ignition risk could exist if specific tasks and/or practices are not performed in accordance with the corrective action(s) developed by the TC holder.</p> <p>To address these potential unsafe conditions, EASA issued AD 2006-0207,</p>

	<p>mandating the Fuel System Airworthiness Limitations, comprising maintenance and inspection tasks and Critical Design Configuration Control Limitations (CDCCL).</p> <p>Revision 1 of this AD is issued to implement editorial changes and to clarify that later approved revisions of Fokker Service Bulletin (SB) F27/28-070 (now designated SBF27-28-070) are acceptable for compliance with the requirements of this AD. No technical changes or additional requirements are introduced by this revision. Consequently, for aeroplanes that are already compliant with the original AD, no further action is required.</p>
Effective Date:	20 July 2006
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously.</p> <p>(1) Within the next 3 months after the effective date of this AD, review and assess the content of Fokker Services SBF27/28-070 and amend the approved aircraft maintenance schedule to incorporate the Fuel ALI's and CDCCL's in accordance with the instructions of SBF27/28-070, as applicable to the aeroplane configuration.</p> <p>(2) Thereafter, within the thresholds and intervals indicated in that document, accomplish the tasks described in Fokker Services SBF27/28-070.</p>
Ref. Publications:	<p>Fokker Services SB F27/28-070 dated 30 June 2006, or SBF27-28-070 Revision 1 dated 08 January 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>The EASA Policy statement EASA D 2005/CPRO on Fuel Tank System ignition source prevention can be found on the EASA website: www.easa.europa.eu (Search for CPRO).</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 07 June 2006 as PAD 06-014R1 for consultation until 22 June 2006. PAD 06-014R1 had been issued to endorse comments received for PAD 06-014 and due to the change of the EASA policy statement on fuel tank safety in March 2006. No comments were raised on PAD 06-014R1 during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification 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 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone (31) 252-627-350; facsimile (31) 252-627-211; e-mail: technicalservices.fokkerservices@stork.com The referenced publication can be downloaded from www.myfokkerfleet.com