


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0139</p> <p>Date: 01 July 2010</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>
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].	
Type Approval Holder's Name : Fokker Services B.V.	Type/Model designation(s) : F28 aeroplanes
TCDS Number :	EASA.A.037
Foreign AD :	Not applicable
Supersedure :	None
ATA 28	Fuel – Fuelling Control Panel Cam – Inspection / Replacement / Functional Check [Fuel Tank Safety]
Manufacturer(s):	Fokker Aircraft B.V. and predecessor companies.
Applicability:	F28 Marks 1000, 1000C, 2000, 3000, 3000C, 3000R, 3000RC and 4000 aeroplanes, all serial numbers, if equipped with a Centre Wing Tank (CWT), and F28 Mark 0100 aeroplanes, serial numbers 11244 through 11441.
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. The design review conducted by Fokker on the F28 in response to these regulations revealed that, in case of a lightning strike, an ignition source can develop in the wing tank vapour space during fuel transfer from bag tank CWT, if the electrical power for refuelling is not switched off after refuelling.</p> <p>Service experience has revealed situations where the power switch of the Fuelling Control Panel (FCP) appeared to be "ON" with the access panel closed. The cam on the access panel that should operate the power switch, if forgotten by flight crew or maintenance staff, can pivot away during closing of the panel, which may result in the switch staying in the "ON" position.</p> <p>This condition, if not corrected, could result in a wing fuel tank explosion and consequent loss of the aeroplane.</p> <p>For the reasons described above, this AD requires an inspection of the cam and, depending on findings, replacement with an improved part. Subsequently, this AD requires repetitive functional checks of the cam and, depending on findings, the necessary corrective actions.</p>
Effective Date:	15 July 2010

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <ol style="list-style-type: none"> (1) Within 6 months after the effective date of this AD, inspect the FCP cam, identify the Part Number (P/N) and, if the correct P/N is installed, perform a functional check to verify that it operates correctly, in accordance with the instructions of Part 1 of Fokker Services Service Bulletin SBF28-28-052 or SBF100-28-063, as applicable to the aeroplane model. (2) If the inspection as required by paragraph (1) of this AD reveals that an incorrect P/N cam is installed, within 24 months after the effective date of this AD, replace the incorrect P/N cam with a correct P/N cam and perform a functional check to verify that it operates correctly, in accordance with the instructions of Part 2 of Fokker Services SBF28-28-052 or SBF100-28-063, as applicable to the aeroplane model. (3) If during any functional check as required by paragraphs (1) and (2) of this AD, the cam does not operate correctly, before next flight, adjust the cam until it operates correctly, in accordance with Part 2 of the Accomplishment Instructions of Fokker Services SBF28-28-052 or SBF100-28-063, as applicable to the aeroplane model. (4) Within 1 200 flight hours (FH) after verification that the cam operates correctly, as required by paragraphs (1), (2) and (3) of this AD, as applicable, and thereafter at intervals not to exceed 1 200 FH, perform a functional check to verify that the cam operates correctly and, depending on findings, before next flight, take appropriate corrective actions, in accordance with the instructions for the Fuel ALI in paragraph 1.L.(1)(c) of Fokker Services SBF28-28-052 or SBF100-28-063, as applicable to the aeroplane model. Corrective action does not constitute terminating action for the repetitive checks as required by paragraph (4) of this AD. (5) From the effective date of this AD, do not install an FCP access door, cam or Fuelling Panel on any aeroplane, unless in compliance with the requirements of this AD. (6) Compliance with the requirements of paragraphs (4) and (5) of this AD can be demonstrated by: <ol style="list-style-type: none"> (6.1) Revising as follows the approved aircraft maintenance programme for which the Operator or the Owner ensures the continuing airworthiness of each operated aeroplane: <p>Incorporate the Fuel ALI's and CDCCL's in accordance with the information in paragraph 1.L.(1)(c) of Fokker Services SBF28-28-052 or SBF100-28-063, as applicable to the aeroplane model.</p> <p>and</p> (6.2) Complying with the approved aircraft maintenance programme described in paragraph (6.1) of this AD.
<p>Ref. Publications:</p>	<p>Fokker Services SBF28-28-052 dated 20 April 2010. Fokker Services SBF100-28-063 dated 15 April 2010.</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 31 May 2010 as PAD 10-055 and republished on 09 June 2010 as PAD 10-055R1, for consultation until 28 June 2010. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification

	<p>Directorate, EASA. E-mail ADs@easa.europa.eu.</p> <p>4. For any question concerning the technical aspects 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@fokker.com The referenced publication can be downloaded from www.myfokkerfleet.com</p>
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