


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-055R1</p> <p>Date: 09 June 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Type Approval Holder's Name :	Type/Model designation(s) :
Fokker Services B.V.	F28 aeroplanes
TCDS Number : EASA.A.037	
Foreign AD : Not applicable	
Revision : This PAD has been revised to introduce corrections to the Reason and Required Action(s) and Compliance Time(s) sections of the Proposed AD.	
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, 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:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<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.
Ref. Publications:	<p>Fokker Services SBF28-28-052 dated 20 April 2010.</p> <p>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>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 28 June 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical aspects of the requirements in this PAD, please contact:

	<p>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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