


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD No.: 2010-0156</b>  <b>Date: 03 August 2010</b>  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 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].	
<b>Type Approval Holder's Name :</b>  Fokker Services B.V.	<b>Type/Model designation(s) :</b>  F28 aeroplanes
TCDS Number :	EASA.A.037
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 28</b>	<b>Fuel – Outer Wing Upper Skin Panel Reinforcement Structure – Inspection / Rework [Fuel Tank Safety]</b>
Manufacturer(s):	Fokker Aircraft B.V. (and predecessor companies)
Applicability:	F28 Mark 1000, 1000C, 2000, 3000, 3000C, 3000R, 3000RC and 4000 aeroplanes, all serial numbers.
Reason:	<p>Further to an accident of a Boeing 747-131 (flight TWA800), the FAA has published Special Federal Aviation Regulation (SFAR) 88, and the JAA has published Interim Policy INT/POL/25/12. The design review conducted by Fokker Services on the Fokker F28 type design in response to these regulations revealed that, under certain conditions, an ignition source may develop in the wing tank vapour space, due to insufficient clearance between the wiring along the Fuel Quantity Tank Units (FQTU's) and the local reinforcing structure around the upper skin cut-out.</p> <p>This condition, if not corrected, in combination with flammable fuel vapours, could result in a wing tank explosion and consequent loss of the aeroplane.</p> <p>For the reasons described above, this AD requires a one-time inspection to investigate if a clearance of 3 mm (0.12 inch) or more is available between the FQTU probes wiring and the surrounding reinforcement structure of the wing upper skin and corrective rework actions, depending on findings.</p>
Effective Date:	17 August 2010

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <p>(1) At a scheduled opening of the fuel tanks, but not later than 84 months after the effective date of this AD, whichever occurs first, inspect the upper wing skin FQTU hole reinforcement structure for the minimum clearance with the Fuel Quantity Indication probe wiring in accordance with the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF28-57-097.</p> <p>(2) If, during the inspection as required by paragraph (1) of this AD, the minimum clearance is found to be insufficient, before next flight, rework the surrounding structure to remove the possibility of an ignition source, in accordance with the Accomplishment Instructions of Fokker Services SBF28-57-097.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF28-57-097 dated 06 May 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 23 June 2010 as PAD 10-064 for consultation until 21 July 2010. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: <a href="mailto:technicalservices.fokkerservices@fokker.com">technicalservices.fokkerservices@fokker.com</a> The referenced publication can be downloaded from <a href="http://www.myfokkerfleet.com">www.myfokkerfleet.com</a></li> </ol>