


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 10-064</b></p> <p><b>Date: 23 June 2010</b></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>	
<p><b>Type Approval Holder's Name :</b></p> <p>Fokker Services B.V.</p>	<p><b>Type/Model designation(s) :</b></p> <p>F28 aeroplanes</p>
<p>TCDS Number : EASA.A.037</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 28</b>	<b>Fuel – Outer Wing Upper Skin Panel Reinforcement Structure – Inspection / Rework [Fuel Tank Safety]</b>
<b>Manufacturer(s):</b>	Fokker Aircraft B.V. (and predecessor companies)
<b>Applicability:</b>	F28 Mark 1000, 1000C, 2000, 3000, 3000C, 3000R, 3000RC and 4000 aeroplanes, all serial numbers.
<b>Reason:</b>	<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>
<b>Effective Date:</b>	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <p>(1) At the next scheduled opening of the fuel tanks, or within 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. This Proposed AD will be closed for consultation on 21 July 2010.</li> <li>2. Enquiries regarding this PAD 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>3. For any question concerning the technical aspects of the requirements in this PAD, 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>