


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 10-067</b></p> <p><b>Date: 29 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>	
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>
Fokker Services B.V.	F28 Mark 0070 and Mark 0100 aeroplanes
TCDS Number : EASA.A.037	
Foreign AD : Not applicable	
Supersedure : None	
<b>ATA 28</b>	<b>Fuel – Crossfeed Valve System and Fire Shut-off Valve System – Modification</b>
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	Fokker F28 Mark 0070 and Mark 0100 aeroplanes, serial numbers 11244 through 11585.
Reason:	<p>A recent safety review revealed that the fuel crossfeed valves cannot be controlled when only emergency electrical power is available.</p> <p>This condition, if not corrected, could (in combination with other factors) prevent an in-flight engine re-light following a double engine flame-out event, possibly resulting in loss of the aeroplane.</p> <p>Another review revealed that an unwanted configuration of the fuel fire shut-off valve indication logic had been introduced during production on a limited number of F28 Mark 0100 aeroplanes.</p> <p>Furthermore, most of the current fuel crossfeed indications are based on the crossfeed selection made by the flight crew and not on the actual positions of the crossfeed valve actuators. In combination with other factors, the current crossfeed indications may mislead flight crews, possibly resulting in single engine in-flight shutdowns and/or unnecessary precautionary landings.</p> <p>For the reasons described above, this AD requires modifications of the crossfeed valve control and power supply, of the crossfeed indication logic and power supply and of the fuel fire shut-off valve indication logic.</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> <p>(1) Within 24 months after the effective date of this AD, modify the crossfeed valve control and power supply, the crossfeed indication logic and power supply and the fuel fire shut-off valve indication logic, in accordance with the Accomplishment Instructions of Fokker Services SBF100-28-047.</p> <p>(2) Before or concurrent with the modification of an aeroplane as required by paragraph (1) of this AD, accomplish the following actions on that aeroplane:</p> <p>(2.1) Introduce the Provisions for a Modified Crossfeed indication on the Overhead Panel in accordance with the Accomplishment Instructions of Fokker Services SBF100-28-043, Appendix II.</p> <p>(2.2) Modify the Centre Wing Tank Fuel Transfer Logic in accordance with the Accomplishment Instructions of Fokker Services SBF100-28-052.</p>
Ref. Publications:	<p>Fokker Services SBF100-28-047, dated 10 May 2010.  Fokker Services SBF100-28-043, Appendix II, dated 31 March 2009.  Fokker Services SBF100-28-052, dated 15 June 2009.</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"> <li>1. This Proposed AD will be closed for consultation on 27 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>