


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0158R1</b></p> <p><b>Date: 08 November 2010</b></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>
<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].</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 Mark 0070 and Mark 0100 aeroplanes</p>
TCDS Number :	EASA.A.037
Foreign AD :	Not applicable
Revision:	This AD revises EASA AD 2010-0158 dated 03 August 2010.
<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> <p>This AD has been revised to clarify the applicability of the actions required by paragraphs (2.1) and (2.2) of this AD.</p>

Effective Date:	Revision 1: 22 November 2010 Original issue: 17 August 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously.</p> <p>(1) Within 24 months after 17 August 2010 [the effective date of the original issue 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, as applicable:</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) For aeroplanes serial numbers 11442 through 11585, if equipped with the automatic fuel transfer system, 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The original issue of this AD was posted on 29 June 2010 as PAD 10-067 for consultation until 27 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>