


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0195</b></p> <p><b>Date: 29 September 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>
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>  F27 and F28 aeroplanes
TCDS Number : EASA.A.036 and EASA.A.037	
Foreign AD : Not applicable	
Supersedure : None	
<b>ATA 28</b>	<b>Fuel – Fuel Pilot Valve Wiring – Modification [Fuel Tank Safety]</b>
Manufacturer(s):	Fokker Aircraft B.V. (and predecessor companies)
Applicability:	F27 Mark 200, 300, 400, 500, 600 and 700 aeroplanes, all serial numbers, F27 Mark 050, 0502 and 0604 aeroplanes, all serial numbers, F28 Mark 1000, 1000C, 2000, 3000, 3000C, 3000R, 3000RC and 4000 aeroplanes, all serial numbers, and F28 Mark 0070 and 0100 aeroplanes, all serial numbers.
Reason:	<p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the Federal Aviation Administration (FAA) has published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) has published Interim Policy INT/POL/25/12. The review conducted by Fokker Services on the Fokker F27 and F28 type designs in response to these regulations revealed that, under certain failure conditions, a short circuit can develop in the fuel pilot valve solenoid or in the wiring to the solenoid. Such a short circuit may result in an ignition source in the wing tank vapour space.</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 the installation of a fuse packed in a jiffy junction in the wiring to the fuel pilot valve solenoid.</p>
Effective Date:	13 October 2010

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <ol style="list-style-type: none"> <li>(1) Within 24 months after the effective date of this AD, install the fuses packed in jiffy junctions in accordance with the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF27-28-069, SBF50-28-024, SBF28-28-051 or SBF100-28-042, as applicable to aeroplane type and model.</li> <li>(2) After modification of an aeroplane as required by paragraph (1) of this AD, make certain that the fuses packed in jiffy junctions remain installed on that aeroplane, in compliance with the requirements of this AD.</li> <li>(3) Compliance with the requirement of paragraph (2) of this AD can be demonstrated by: <ol style="list-style-type: none"> <li>(3.1) Revising as follows the approved aircraft maintenance programme for which the Operator or the Owner ensures the continuing airworthiness of each operated aeroplane: incorporate the CDCCL item in accordance with the information in paragraph 1.L.(1)(c) of Fokker Services SBF27-28-069, SBF50-28-024, SBF28-28-051 or SBF100-28-042, as applicable to the model.</li> <li>and</li> <li>(3.2) Complying with the approved aircraft maintenance programme described in paragraph (3.1) of this AD.</li> </ol> </li> </ol>
<p>Ref. Publications:</p>	<p>Fokker Services SBF27-28-069 dated 23 June 2010.  Fokker Services SBF50-28-024 dated 23 June 2010.  Fokker Services SBF28-28-051 dated 23 June 2010.  Fokker Services SBF100-28-042 dated 23 June 2010.</p> <p>The use of later approved revisions of these documents 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 30 August 2010 as PAD 10-090 for consultation until 27 September 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>