


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0233</b></p> <p><b>Date: 14 December 2011</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>	
Type Approval Holder's Name :	Type/Model designation(s):
Fokker Services B.V.	F28 aeroplanes
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 28</b>	<b>Fuel – Wing and Integral Center Wing Tanks – Inspection / Modification [Fuel Tank Safety]</b>
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and F28 Mark 0100 aeroplanes, all serial numbers (s/n).
Reason:	<p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the FAA published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) published Interim Policy INT/POL/25/12. The design review conducted by Fokker Services on the Fokker 70 and Fokker 100 in response to these regulations revealed that insufficient clearance between a wing tank Fuel Quantity Indicator System (FQIS) probe metal part or integral center wing tank (ICWT) FQIS probe metal part and adjacent tank structure or other metal parts could, under certain conditions, result in an ignition source in the tank vapour space.</p> <p>This condition, if not detected and corrected, could result in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>For the reasons described above, this AD requires inspection for sufficient clearance between each FQIS probe's metal parts and the adjacent tank structure and other metal parts and, depending on findings, adjustment of the clearance and/or the application of sealant. In addition, this AD requires inspection of the attachment of each FQIS probe's clamps, corrective action depending on findings, and the application of sealant.</p>
Effective Date:	28 December 2011

Required Action(s)  
and Compliance  
Time(s):

Required as indicated, unless accomplished previously.

- (1) **For F28 Mark 0070 and Mark 0100 aeroplanes, all s/n:** At a scheduled opening of the wing tanks, but not later than 67 months after the effective date of this AD, for each FQIS probe, concurrently accomplish the inspections, application of sealant and, depending on findings, the applicable corrective actions, in accordance with Part 1 of the accomplishment instructions of Fokker Services Service Bulletin (SB) SBF100-28-059 Revision 1.
- (2) **For F28 Mark 0070 and Mark 0100 aeroplanes, s/n 11442 through 11585 inclusive, if equipped with ICWT:** At a scheduled opening of the ICWT tank, but not later than 67 months after the effective date of this AD, for each FQIS probe, concurrently accomplish the inspections, application of sealant and, depending on findings, the applicable corrective actions, in accordance with Part 2 of the accomplishment instructions of Fokker Services SBF100-28-059 Revision 1.

Note: The sealant to be applied, as required by this AD, must be approved for the purpose. Refer to paragraph 2.B of SBF100-28-059 Revision 1 or contact Fokker Services for details.

- (3) Inspections, applications of sealant, and corrective actions, accomplished before the effective date of this AD, in accordance with the accomplishment instructions of Fokker Services SBF100-28-059 at original issue, are acceptable for compliance with the requirements of paragraphs (1) and (2) of this AD.
- (4) Within 96 months after modification of an aeroplane as required by paragraphs (1) and/or (2) of this AD, as applicable, and thereafter at intervals not to exceed 96 months, inspect the FQIS probes and surrounding structural parts to make certain that:
  - (4.1) The FQIS probes in the wing tanks and the ICWT remain installed in such a way that no metal part of the probe (including its wire terminals) is closer than 3 mm to adjacent structure or other adjacent metal part, or that the adjacent structure and adjacent parts at locations where the clearance is closer than 3 mm are fully covered with an undamaged coating of sealant, and
  - (4.2) There is no contact between the FQIS probe's metal parts and adjacent structure or adjacent metal parts or the coating of sealant, and
  - (4.3) The two mounting provisions for each wing tank and ICWT FQIS probe are undamaged, firmly attached to their tank mounting bracket and that the attachment bolts and rivnuts are covered with an undamaged layer of a sealant.
- (5) If, during any inspection as required by paragraph (4) of this AD, damage or discrepancies are detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions for the Fuel ALI in paragraph 1.L.(1).(c) of Fokker Services SBF100-28-059 Revision 1. Accomplishment of corrective actions as required by this paragraph does not constitute terminating action for the repetitive inspections required by paragraph (4) of this AD.
- (6) From the effective date of this AD, do not install a FQIS probe in the wing tanks and, if applicable, in the ICWT, or install a wing tank cover and, if applicable, an ICWT tank cover, unless it is verified that the FQIS probe installation is in compliance with the requirements of this AD.
- (7) Compliance with the requirements of paragraphs (4), (5) and (6) of this AD can be demonstrated by:
  - (7.1) Revising as follows the approved aircraft maintenance programme on the basis of which the operator or the owner ensures the

	<p>continuing airworthiness of each operated aeroplane:</p> <p>Incorporate the Fuel ALL's and CDCCL's in accordance with the information in paragraph 1.L.(1)(c) of Fokker Services SBF100-28-059 Revision 1;</p> <p>and</p> <p>(7.2) Complying with the approved aircraft maintenance programme described in paragraph (7.1) of this AD.</p>
Ref. Publications:	<p>Fokker Services SBF100-28-059 revision 1, dated 19 August 2011.</p> <p>The use of later approved revisions of this document 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. This AD was posted on 01 November 2011 as PAD 11-118 for consultation until 08 December 2011. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 content of the requirements in this AD, please contact Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, The Netherlands; telephone +31-88-6280-350; facsimile +31-88-6280-111; e-mail: <a href="mailto:technicalservices@fokker.com">technicalservices@fokker.com</a>. The referenced publication can be downloaded from <a href="http://www.myfokkerfleet.com">www.myfokkerfleet.com</a>.</li> </ol>