


EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0234 Date: 14 December 2011 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.
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].	
Type Approval Holder's Name : Fokker Services B.V.	Type/Model designation(s) : F27 aeroplanes
TCDS Number :	EASA.A.036
Foreign AD :	Not applicable
Supersedure :	None
ATA 28	Fuel – Main Wing Tank – Inspection / Modification [Fuel Tank Safety]
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes, all serial numbers.
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 50 and Fokker 60, in response to these regulations, revealed that insufficient clearance between a wing main tank Fuel Quantity Indication System (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

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <p>(1) At a scheduled opening of the wing main tank, but not later than 139 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 the accomplishment instructions of Fokker Services Service Bulletin (SB) SBF50-28-023 Revision 1.</p> <p>Note: The sealant to be applied, as required by this AD, must be approved for the purpose. Refer to paragraph 2.B of SBF50-28-023 Revision 1 or contact Fokker Services for details.</p> <p>(2) Inspections, applications of sealant, and corrective actions, accomplished before the effective date of this AD, in accordance with the accomplishment instructions of Fokker Services SBF50-28-023 at original issue, are acceptable for compliance with the requirements of paragraph (1) of this AD.</p> <p>(3) Within 168 months after modification of an aeroplane as required by paragraph (1) of this AD and, thereafter, at intervals not to exceed 168 months, inspect the FQIS probes and surrounding structural parts to make certain that:</p> <p>(3.1) The FQIS probes in the wing main tanks remain installed in such a way that no metal part of the probe (including its wire terminals) is closer than 2 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 2 mm are fully covered with an undamaged coating of sealant, and</p> <p>(3.2) There is no contact between the FQIS probe's metal parts and adjacent structure or adjacent metal parts or the coating of sealant, and</p> <p>(3.2) The two mounting provisions for each FQIS probe in the wing main tank 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.</p> <p>(4) If, during any inspection as required by paragraph (3) 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 SBF50-28-023 Revision 1. Accomplishment of corrective actions as required by this paragraph does not constitute terminating action for the repetitive inspections required by paragraph (3) of this AD.</p> <p>(5) From the effective date of this AD, do not install a FQIS probe in the wing main tanks or install a wing main tank cover unless it is verified that the FQIS probe installation is in compliance with the requirements of this AD.</p> <p>(6) Compliance with the requirements of paragraphs (3), (4) and (5) of this AD can be demonstrated by:</p> <p>(6.1) Revising as follows the approved aircraft maintenance programme on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane:</p> <p>Incorporate the Fuel ALI's and CDCCL's in accordance with the information in paragraph 1.L.(1)(c) of Fokker Services SBF50-28-023 Revision 1;</p> <p>and</p> <p>(6.2) Complying with the approved aircraft maintenance programme described in paragraph (6.1) of this AD.</p>
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Ref. Publications:	<p>Fokker Services SBF50-28-023 Revision 1 dated 12 September 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">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. This AD was posted on 01 November 2011 as PAD 11-119 for consultation until 08 December 2011. No comments were received during the consultation period.3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu.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: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.