


EASA	NOTIFICATION OF A PROPOSAL TO CANCEL AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-064-CN</p> <p>Date: 22 June 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) 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 cancellation 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>	
Design Approval Holder's Name: Fokker Services B.V.	Type/Model designation(s): F27 aeroplanes
TCDS Number: EASA.A.036	
Foreign AD: Not applicable	
Cancellation: This Notice cancels EASA AD 2011-0234 dated 14 December 2011.	
ATA 28	Fuel – Wing and Integral Center Wing Tanks – 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>In 2011, EASA issued EASA AD 2011-0234 to require inspections for sufficient clearance between each Fuel Quantity Indicating System (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, all in accordance with Fokker Services Service Bulletin (SB) SBF50-28-023.</p> <p>After that AD was issued, further analysis showed that the solution to apply sealant in case of insufficient clearance around the FQIS probes could not be adequately substantiated and that adjustment of the probe to obtain sufficient clearance is the only efficient and effective corrective action. It was also determined that the safety concern addressed by AD 2011-0234 is fully covered by Fuel ALI task 280000-00-03 specified in Fokker Services Fuel ALI report SE-671, which constitutes already required actions, through EASA AD 2012-0109, previously AD 2006-0209.</p> <p>For the reasons described above, this Notice is issued to cancel EASA AD 2011-0234.</p> <p>More information on the reason for this cancellation can be found in Fokker Services All Operators Message AOF50.050#2, which refers to Fokker Services Manual Change Notification – Maintenance Documentation (MCNM) F50-076, providing an explanation of the effect of this cancellation on the instructions for continued airworthiness.</p>

	<p>Fokker Services has issued SBF50-28-035 to supersede SBF50-28-023. Since the instructions of SBF50-28-035 are fully covered by the Fuel ALI identified above, this SB will not be separately covered by AD action.</p> <p>For an aeroplane already compliant with AD 2011-0234 (SBF50-28-023 has been accomplished), no immediate corrective action is necessary, other than compliance with the existing AD 2012-0109 which will ensure the correct configuration within the required time.</p>
Effective Date:	[TBD: 14 days after final AD-CN issue date]
Required Action(s) and Compliance Time(s):	None.
Ref. Publications:	<p>Fokker Services SBF50-28-023 Revision 2, and SBF50-28-035, both dated 23 December 2011.</p> <p>Fokker Services AOF50.050#2 dated 23 December 2011.</p> <p>Fokker Services MCNM F50-076 dated 23 December 2011.</p>
Remarks:	<ol style="list-style-type: none"> 1. This PAD-CN will be closed for consultation on 06 July 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, 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.