

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 12-129 Date: 09 October 2012 Note: This Proposed Airworthiness Directive (PAD) 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.	
	In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance 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.	
Design Approval Holder's Name: FOKKER SERVICES B.V.		Type/Model designation(s): F28 aeroplanes
TCDS Number: EASA.A.037		
Foreign AD: Not applicable		
Supersedure: None		
ATA 28	Fuel – Main Fuel Tanks Wiring – Modification [Fuel Tank Safety]	
Manufacturer(s):	Fokker Aircraft B.V.	
Applicability:	F28 Mark 0070 and F28 Mark 0100 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.</p> <p>The design review conducted by Fokker Services on the Fokker 70 and Fokker 100 in response to these regulations revealed that under certain failure conditions of the wiring of the Overflow Valve Reed Switch, or the solenoid of the Level Control Pilot Valve (LCPV), or the solenoid of the Re/De-fueling Shut-Off Valve, or the Collector-Tank Low Level Float-Switch, a short circuit may develop that causes a hot spot on the wiring conduit, or puncturing of the wiring conduit wall in the main fuel tank.</p> <p>This condition, if not corrected, could create an ignition source in the main fuel tank vapour space, possibly resulting in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>For the reasons described above, this AD requires the installation of fuses in the power supply wiring and/or return wiring for the main tank overflow valve reed-switches, the LCPV solenoid, the Re/De-fuel shut-off valve solenoid and the collector-tank Low Level float switch and subsequently, the implementation of the associated Critical Design Configuration Control Limitations (CDCCL).</p>	
Effective Date:	[TBD: 14 days after final AD issue date]	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <ol style="list-style-type: none"> (1) Within 24 months after the effective date of this AD, install fuses in the power supply wiring and/or return wiring for the main tank overflow valve reed-switches, the LCPV solenoid, the Re/De-fuel shut-off valve solenoid and the collector-tank Low Level float switch, in accordance with the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF100-28-068. (2) Prior to the modification as required by paragraph (1) of this AD, install a fuse in the LCPV wiring in accordance with the instructions of Fokker Services SBF100-28-042. <p>Note 1: The modification as described in Fokker Services SBF100-28-042 is already required by EASA AD 2010-0195, with a compliance time of 24 months after the effective date (13 October 2010) of that AD.</p> <ol style="list-style-type: none"> (3) CDCCL items: After modification of an aeroplane as required by paragraphs (1) and (2) of this AD, make certain that the wiring fuses remain installed on that aeroplane. (4) Compliance with the requirement of paragraph (3) of this AD can be demonstrated by: <ol style="list-style-type: none"> (4.1) 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: Incorporate the CDCCL items in accordance with the information in paragraph 1.L.(1).(c) of Fokker Services SBF100-28-068, and (4.2) Complying with the approved aircraft maintenance programme described in paragraph (4.1) of this AD. <p>Note 2: More information on this subject can be found in Fokker Services All Operators Message AOF100.167#04.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-28-068 dated 10 August 2012.</p> <p>Fokker Services SBF100-28-042 dated 23 June 2010.</p> <p>Fokker Services AOF100.167#04 dated 14 August 2012</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"> 1. This Proposed AD will be closed for consultation on 06 November 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.