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| EASA | NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE |
|  | <p>PAD No.: 14-003R1</p> <p>Date: 14 April 2014</p> <p>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.</p> |
| <p>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.</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 | |
| Supersedure: None | |
| ATA 28 | Fuel – Fuel Tanks – Modification [Fuel Tank Safety] |
| Manufacturer(s): | Fokker Aircraft B.V. |
| Applicability: | F27 Mark 200, Mark 300, Mark 400, Mark 500, Mark 600 and Mark 700 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 review conducted by Fokker Services on the Fokker 27 design in response to these regulations revealed that no controlled bonding provisions are present on a number of critical locations outside the fuel tanks.</p> <p>This condition, if not corrected, could create an ignition source in the fuel tank vapour space, possibly resulting in a fuel tank explosion and consequent loss of the aeroplane.</p> <p>To address this potential unsafe condition, Fokker Services developed a set of bonding modifications, introduced with Service Bulletin (SB) SBF27-28-072, that do not require opening of the fuel tank access panels.</p> <p>EASA issued PAD 14-003 to propose to require these modifications.</p> <p>After EASA PAD 14-003 was issued, Fokker Services concluded that one bonding provision had to be removed from SBF27-28-072. This bonding provision, although located outside the fuel tank, does require opening of the fuel tank access panels for installation.</p> <p>Consequently, SBF27-28-072 Revision 1 (R1) was published to reflect this change. This specific bonding provision has now been included in Fokker Services SBF27-28-071R1, which is the subject of EASA PAD 14-002R1.</p> |

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| | <p>For the reasons described above, this AD requires installation of additional bonding provisions that do not require opening of the fuel tank access panels.</p> <p>More information on this subject can be found in Fokker Services All Operators Message AOF27.043#03.</p> |
| Effective Date: | [TBD: 14 days after final AD issue date] |
| Required Action(s) and Compliance Time(s): | <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 the additional bonding provisions in accordance with the Accomplishment Instructions of the applicable Appendix (depending on aeroplane serial number) to Fokker Services SBF27-28-072R1. (2) Fuel Airworthiness Limitation Items (ALI) and Critical Design Configuration Control Limitations (CDCCL): <p>After modification of an aeroplane as required by paragraph (1) of this AD, ensure that the additional bonding provisions remain installed on that aeroplane in accordance with the information provided in the paragraph 1.L.(1)(c) of the applicable Appendix (depending on aeroplane serial number) to Fokker Services SBF27-28-072R1.</p> (3) Compliance with the requirements of paragraph (2) of this AD can be demonstrated by: <ol style="list-style-type: none"> (3.1) 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>Incorporate the Fuel ALI and CDCCL related information provided in paragraph 1.L.(1)(c) of the applicable Appendix (depending on aeroplane serial number) to Fokker Services SBF27-28-072R1,</p> <p>and</p> (3.2) Complying with the approved aircraft maintenance programme described in paragraph (3.1) of this AD. |
| Ref. Publications: | <p>Fokker Services SBF27-28-072R1 dated 06 March 2014.</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. This Proposed AD will be closed for consultation on 28 April 2014. 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: <p>Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL, Hoofddorp, The Netherlands; Telephone +31-88-6280-350; Fax +31-88-6280-111; E-mail: technicalservices@fokker.com.</p> <p>The referenced publications can be downloaded from www.myfokkerfleet.com.</p> |