


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 14-061</b></p> <p><b>Date: 02 April 2014</b></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>	
<b>Design Approval Holder's Name:</b> FOKKER SERVICES B.V.	<b>Type/Model designation(s):</b> F28 aeroplanes
<b>TCDS Number:</b>	EASA.A.037
<b>Foreign AD:</b>	Not applicable
<b>Supersedure:</b>	None
<b>ATA 28</b>	<b>Fuel – Wing Fuel Tank – Modification [Fuel Tank Safety]</b>
<b>Manufacturer(s):</b>	Fokker Aircraft B.V.
<b>Applicability:</b>	F28 Mark 1000, 2000, 3000 and 4000 series aeroplanes, all serial numbers.
<b>Reason:</b>	<p>Prompted by an accident of a Boeing 747-131 (flight TWA800), the Federal Aviation Administration (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 F28 design, in response to these regulations, revealed that insufficient measures were taken to ensure the correct locking of the attachments of the Fuel Quantity Tank Units (FQTUs). When a FQTU becomes loose, this could lead to insufficient clearance between the FQTU and the adjacent tank structure or other metal parts and, under certain conditions, create an ignition source inside the wing fuel tank vapour space.</p> <p>This condition, if not detected and corrected, could result in a wing fuel tank explosion and consequent loss of the aeroplane.</p> <p>To address this potential unsafe condition, Fokker Services developed a modification to ensure that each FQTU remains properly attached.</p> <p>For the reasons described above, this AD requires the application of sealant covering the nuts, washers and stud ends at the FQTU attachment in each wing tank. More information on this subject can be found in Fokker Services All Operators Message AOF28.038#02.</p>
<b>Effective Date:</b>	[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"> <li>(1) At the next scheduled opening of the fuel tanks after the effective date of this AD, apply sealant covering the nuts, washers and stud ends at the FQTU attachments in each main wing tank in accordance with the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF28-28-054 Revision 1.</li> <li>(2) Modification of an aeroplane before the effective date of this AD in accordance with the Accomplishment Instructions of Fokker Services SBF28-28-054 at original issue is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.</li> <li>(3) Fuel Airworthiness Limitation items (ALI) and Critical Design Configuration Control Limitations (CDCCL) items: After modification of an aeroplane as required by paragraph (1) of this AD, ensure that the additional sealant remains installed on that aeroplane in accordance with the information provided in paragraph 1.L.(1)(c) of Fokker Services SBF28-28-054 Revision 1.</li> <li>(4) Compliance with the requirements of paragraph (3) of this AD can be demonstrated by: <ol style="list-style-type: none"> <li>(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 Fuel ALI and CDCCL items in accordance with the information provided in paragraph 1.L.(1)(c) of Fokker Services SBF28-28-054 Revision 1,  and</li> <li>(4.2) Complying with the approved aircraft maintenance programme described in paragraph (4.1) of this AD.</li> </ol> </li> </ol>
Ref. Publications:	<p>Fokker Services SBF28-28-054 original issue dated 30 June 2010, or Revision 1 dated 09 January 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"> <li>1. This Proposed AD will be closed for consultation on 30 April 2014.</li> <li>2. Enquiries regarding this PAD 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>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: <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>