


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 14-062</p> <p>Date: 02 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): F28 aeroplanes
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None
ATA 28	Fuel – Main Fuel Tank Wiring – Modification [Fuel Tank Safety]
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 1000, 2000, 3000 and 4000 series 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 F28 design in response to these regulations revealed that under certain failure conditions of the solenoid of the level control pilot valve, the main tank overflow valve reed switch, the collector tank level float switch or the main tank fuelling shut-off valve solenoid, a hot spot may develop in the tank.</p> <p>This condition, if not corrected, could create an ignition source in the main 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 modification to the wiring (installation of fuses) of the affected components.</p> <p>For the reasons described above, this AD requires the installation of fuses in the wiring of the affected components and, subsequently, the implementation of the associated Critical Design Configuration Control Limitations (CDCCL) items.</p> <p>More information on this subject can be found in Fokker Services All Operators Message AOF28.038#02.</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 fuses in the wiring of the solenoid of the level control pilot valve, of the main tank overflow valve reed switch, of the collector tank level float switch, and of the main tank fuelling shut-off valve solenoid in accordance with the Accomplishment Instructions of the applicable (depending on aeroplane serial number) Appendix to Fokker Services Service Bulletin (SB) SBF28-28-056. (2) Prior to, or concurrent with, modification of an aeroplane as required by paragraph (1) of this AD, modify the aeroplane in accordance with the Accomplishment Instructions of Fokker Services SBF28-28-049 (installation of fuses in the collector tank level float switch power supply wire) and of Fokker Services SBF28-28-051 (installation of fuses in the level control pilot valve power supply wire). <p>Note: Accomplishment of the modifications specified in paragraph (2) of this AD is already required by EASA AD 2010-0194 and EASA AD 2010-0195, respectively.</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, ensure that the wiring fuses remain installed on that aeroplane in accordance with the information provided in paragraph 1.L.(1)(c) of the applicable (depending on aeroplane serial number) Appendix to Fokker Services SBF28-28-056. (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: <p>Incorporate the CDCCL items in accordance with the information in paragraph 1.L.(1)(c) of the applicable (depending on aeroplane serial number) Appendix to Fokker Services SBF28-28-056,</p> <p>and</p> (4.2) Complying with the approved aircraft maintenance programme described in paragraph (4.1) of this AD.
Ref. Publications:	<p>Fokker Services SBF28-28-056 dated 09 January 2014.</p> <p>Fokker Services SBF28-28-049 original issue dated 23 June 2010, or Revision 1 dated 09 January 2014.</p> <p>Fokker Services SBF28-28-051 original issue dated 23 June 2010, or Revision 1 dated 09 January 2014.</p> <p>The use of later approved revisions of these documents 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 30 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; facsimile +31-88-6280-111; E-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.</p>