


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2014-0109</b></p> <p><b>Date: 08 May 2014</b></p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Design Approval Holder's Name:</b> FOKKER SERVICES B.V.</p>	<p><b>Type/Model designation(s):</b> F28 aeroplanes</p>
<p>TCDS Number: EASA.A.037</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
<b>ATA 28</b>	<b>Fuel – Fuel Tanks – Modification [Fuel Tank Safety]</b>
<p>Manufacturer(s): Fokker Aircraft B.V.</p>	
<p>Applicability: F28 Mark 1000, 2000, 3000 and 4000 series aeroplanes, all serial numbers.</p>	
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 no controlled bonding provisions are present on a number of critical locations outside the fuel tank.</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 fuel system bonding modifications.</p> <p>For the reasons described above, this AD requires installation of additional and improved bonding provisions. These modifications 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 AOF28.038#02.</p>
Effective Date:	22 May 2014

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <ol style="list-style-type: none"> <li>(1) Within 24 months after the effective date of this AD, install the additional and improved bonding provisions in accordance with the Accomplishment Instructions of the applicable (depending on aeroplane serial number) Appendix to Fokker Services Service Bulletin (SB) SBF28-28-059.</li> <li>(2) Fuel Airworthiness Limitation items (ALI) and Critical Design Configuration Control Limitations (CDCCL): After modification of an aeroplane as required by paragraph (1) of this AD, ensure that the additional and improved bonding provisions 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 SBF28-28-059.</li> <li>(3) Compliance with the requirements of paragraph (2) of this AD can be demonstrated by: <ol style="list-style-type: none"> <li>(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:  Incorporate the Fuel ALI and CDCCL related information provided in paragraph 1.L.(1)(c) of the applicable (depending on aeroplane serial number) Appendix to Fokker Services SBF28-28-059,  and</li> <li>(3.2) Complying with the approved aircraft maintenance programme described in paragraph (3.1) of this AD.</li> </ol> </li> </ol>
<p>Ref. Publications:</p>	<p>Fokker Services SBF28-28-059 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>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 03 April 2014 as PAD 14-064 for consultation until 01 May 2014. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD 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>4. For any question concerning the technical content of the requirements in this AD, please contact: 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: <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>