EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0157 **Date: 03 August 2010** 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.

This AD is issued in accordance with EC 1702/2003, Part 21A.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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Fokker Services B.V.	F27 Mark 050, 0502 and 0604 aeroplanes

TCDS Number :	EASA.A.036
Foreign AD :	Not applicable
Supersedure :	None

ATA 28	**Fuel – Fuel Quantity Probe & Wiring Installation – Inspection / Modification [Fuel Tank Safety]**
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F27 Mark 050, 0502 and 0604 aeroplanes, all serial numbers.
Reason:	Prompted by an accident of a Boeing 747-131 (flight TWA800), the Federal Aviation Administration (FAA) has published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) has published Interim Policy INT/POL/25/12. The design review conducted by Fokker Services on the Fokker 50 and Fokker 60 in response to these regulations revealed that, if chafing occurs between the Fuel Quantity Probe (FQP) and the probe wiring, with additional factors, this may result in an ignition source in the wing tank vapour space. This condition, if not corrected, in combination with flammable fuel vapours, could result in a wing fuel tank explosion and consequent loss of the aeroplane. For the reasons described above, this AD requires a one-time inspection to check for the presence of a rubber sleeve and cable tie near each FQP in both wing tanks and, depending on findings, the installation of a sleeve and cable tie.
Effective Date:	17 August 2010

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously. (1) At a scheduled opening of the fuel tanks, but not later than 13 years after the effective date of this AD, inspect for the presence of the rubber sleeve and cable tie on the cables of each FQP in accordance with Part 1 of the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF50-28-027. (2) If, during the inspection as required by paragraph (1) of this AD, an FQP does not have the sleeve and/or cable tie installed, before next flight, install the rubber sleeve and cable tie on the affected FQP and wiring, in accordance with Part 2 of the Accomplishment Instructions of Fokker Services SBF50-28-027. (3) From the effective date of this AD, do not install a FQP or FQP wiring on any aeroplane, unless the rubber sleeve and cable tie are installed in compliance with the requirements of this AD. (4) Compliance with the requirements of paragraph (3) of this AD can be demonstrated by: (4.1) Revising as follows the approved aircraft maintenance programme for which the Operator or the Owner ensures the continuing airworthiness of each operated aeroplane: incorporate the CDCCL item in accordance with the information in paragraph 1.L.(1)(c) of Fokker Services SB SBF50-28-027, and (4.2) Complying with the approved aircraft maintenance programme described in paragraph (4.1) of this AD.
Ref. Publications:	Fokker Services SBF50-28-027 dated 27 May 2010. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 29 June 2010 as PAD 10-066 for consultation until 27 July 2010. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical aspects of the requirements in this AD, please contact: Fokker Services B.V., Technical Services Dept., P.O.Box 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone (31) 252-627-350; facsimile (31) 252-627-211; e-mail: technicalservices.fokkerservices@fokker.com The referenced publication can be downloaded from www.myfokkerfleet.com