


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0303</p> <p>Date: 19 December 2013</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>Design Approval Holder's Name:</p> <p>FOKKER SERVICES B.V.</p>	<p>Type/Model designation(s):</p> <p>F27 aeroplanes</p>
TCDS Number:	EASA.A.036
Foreign AD:	Not applicable
Supersedure:	None
ATA 28	Fuel – Main Fuel Tank – Modification [Fuel Tank Safety]
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes, all manufacturer serial numbers (MSN).
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 50/60 design in response to these regulations revealed that no controlled bonding provisions are present on a number of critical locations, inside the fuel tank or connected to the fuel tank wall. Prompted by these findings, Fokker Services issued Service Bulletin (SB) SBF50-28-033 which introduced controlled bonding provisions inside the fuel tanks. To address and correct this potential unsafe condition, EASA issued AD 2013-0125.</p> <p>Part 5 of SBF50-28-033 introduces controlled bonding provisions on the pressure refueling line inside the right hand (RH) main fuel tank of certain aeroplanes, MSN 20103 through 20132 (inclusive).</p> <p>Following publication of SBF50-28-033, it was determined that on aeroplanes MSN 20133 through 20212 (inclusive) there are also no controlled bonding provisions on the pressure refueling line inside the RH main fuel tank. Further review determined that all MSN have no controlled bonding provisions on the flexible hose between the pressure refueling adaptor and the pressure refueling line.</p> <p>This condition, if not corrected, could create an ignition source in the fuel tank</p>

	<p>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 modifications, the instructions for which have been published in SBF50-28-040.</p> <p>For the reasons described above, this AD requires installation of additional bonding provisions on the flexible hose between the pressure refueling adaptor and the pressure refueling line and, if applicable, on the pressure refueling line.</p> <p>More information on this subject can be found in Fokker Services All Operators Message AOF50.050#05.</p>
Effective Date:	02 January 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously.</p> <ol style="list-style-type: none"> (1) At the next scheduled opening of the fuel tanks after the effective date of this AD, install the additional bonding provisions on the flexible hose between the pressure refueling adaptor and the pressure refueling line and, if applicable, on the pressure refueling line, in accordance with the Accomplishment Instructions of Fokker Services SB SBF50-28-040. (2) Fuel ALI and CDCCL: 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 compliance with the requirements of this AD. (3) Compliance with the requirement 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 items in accordance with the information provided in paragraph 1.K.(1).(c) of Fokker Services SBF50-28-040,</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 SBF50-28-040 dated 09 September 2013.</p> <p>Fokker Services AOF50.050#05 dated 09 September 2013.</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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 19 November 2013 as PAD 13-171 for consultation until 17 December 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 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; facsimile +31-88-6280-111; e-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.