


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2013-0304</b></p> <p><b>Date: 19 December 2013</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></p> <p>FOKKER SERVICES B.V.</p>	<p><b>Type/Model designation(s):</b></p> <p>F27 aeroplanes</p>
<p>TCDS Number: EASA.A.036</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes EASA AD 2013-0125 dated 06 June 2013.</p>	
<b>ATA 28</b>	<b>Fuel – Fuel Tanks – Modification [Fuel Tank Safety]</b>
<p>Manufacturer(s): Fokker Aircraft B.V.</p>	
<p>Applicability: F27 Mark 050, Mark 0502 and Mark 0604 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 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, and no anti-spray cover is installed on the fuelling shut-off valve (FSOV) in the left-hand (LH) wing.</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 condition, EASA issued AD 2013-0125 to require installation of additional fuel tank bonding provisions and an anti-spray cover on the FSOV in the LH wing in accordance with the instructions of Fokker Services Service Bulletin (SB) SBF50-28-033 Revision 1.</p> <p>After that AD was issued, it was noted that several clamps as listed in Revision 1 of the SB did not fit, and that part of the SB could not be accomplished on a specific configuration of the fuel system. Consequently, Fokker Services issued revision 2 of the SB to rectify this.</p>

	<p>For the reasons described above, this AD retains the requirements of EASA AD 2013-0125, which is superseded, and refers to Fokker Services SBF50-28-033 Revision 2, which contains the corrected instructions, and also changes the configuration of the fuel system, as applicable, to enable accomplishment of the required modifications.</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"> <li>(1) At the next scheduled opening of the fuel tanks after the effective date of this AD, install the additional bonding provisions inside the fuel tank and to the fuel tank wall and install an anti-spray cover on the fuelling shut-off valve in the LH wing in accordance with the Accomplishment Instructions of Fokker Services SBF50-28-033 Revision 2.</li> <li>(2) Accomplishment on an aeroplane of the actions described in Part 3 (anti-spray cover and bonding provisions), Part 4 (bonding provisions) and/or Part 6 (bonding provisions) of Fokker Services SBF50-28-033 at original issue or Revision 1, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane with respect to the corresponding parts of SBF50-28-033 at Revision 2.</li> <li>(3) Accomplishment on an aeroplane of the actions described in Part 2 (bonding provisions) of Fokker Services SBF50-28-033 at Revision 1 dated 25 April 2013 is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane with respect to Part 2 of SBF50-28-033 at Revision 2.</li> </ol> <p>Note: For parts of SBF50-28-033 not referenced in paragraph (2) or paragraph (3) of this AD, Revision 2 or later approved revisions of the SB must be used, because the relevant instructions of those parts in the original SB contain errors and cannot be accomplished.</p> <ol style="list-style-type: none"> <li>(4) Fuel ALI and CDCCL: After modification of an aeroplane as required by paragraph (1) of this AD, ensure that the additional bonding provisions inside the fuel tank and to the fuel tank wall and the anti-spray cover on the fuelling shut-off valve in the LH wing remain installed on that aeroplane in compliance with the requirements of this AD.</li> <li>(5) Compliance with the requirement of paragraph (4) of this AD can be demonstrated by: <ol style="list-style-type: none"> <li>(5.1) 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 in paragraph 1.L.(1).(c) of Fokker Services SBF50-28-033 original revision, Revision 1 or Revision 2,</p> <p>and</p> </li> <li>(5.2) Complying with the approved aircraft maintenance programme described in paragraph (5.1) of this AD.</li> </ol> </li> </ol>
Ref. Publications:	<p>Fokker Services SBF50-28-033 original issue dated 01 November 2012, or Revision 1 dated 25 April 2013, or Revision 2 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"><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 19 November 2013 as PAD 13-172 for consultation until 17 December 2013. 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; 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>
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