EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0099 **Date: 30 April 2014** 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 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].

Design Approval Holder's Name:	**Type/Model designation(s):**
FOKKER SERVICES B.V.	F27 aeroplanes

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

ATA 28	**Fuel – Fuel Tanks – Modification [Fuel Tank Safety]**
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F27 Mark 200, Mark 300, Mark 400, Mark 500, Mark 600 and Mark 700 aeroplanes, all serial numbers.
Reason:	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. The review conducted by Fokker Services on the Fokker 27 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 both wings. 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. To address this potential unsafe condition, Fokker Services developed a set of bonding modifications and anti-spray covers, introduced with Service Bulletin (SB) SBF27-28-071 Revision 1 (R1), that require opening of the fuel tank access panels. More information on this subject can be found in Fokker Services All Operators Message AOF27.043#03. For the reasons described above, this AD requires installation of additional bonding provisions, and of anti-spray covers on the FSOV, that require opening of the fuel tank access panels.
Effective Date:	14 May 2014

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously. (1) At the next scheduled opening of the fuel tanks after the effective date of this AD, install the additional bonding provisions and install an anti-spray cover on the FSOV in both wings in accordance with the Accomplishment Instructions of the applicable Appendix, depending on aeroplane serial number (s/n), to Fokker Services SBF27-28-071R1. (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 bonding provisions and the anti-spray cover on the FSOV in both wings remain installed on that aeroplane in accordance with the information provided in paragraph 1.L.(1)(c) of the applicable Appendix (depending on aeroplane s/n) to Fokker Services SBF27-28-071R1. (3) Compliance with the requirement of paragraph (2) of this AD can be demonstrated by: (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 Appendix (depending on aeroplane s/n) to Fokker Services SBF27-28-071R1, and (3.2) Complying with the approved aircraft maintenance programme described in paragraph (3.1) of this AD.
Ref. Publications:	Fokker Services SBF27-28-071R1 dated 06 March 2014. 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 07 January 2014 as PAD 14-002 for consultation until 04 February 2013, and republished on 14 April 2014 as PAD 14-002R1 for additional consultation until 28 April 2014. No comments were received during the consultation periods. 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; Fax: +31-88-6280-111; E-mail: technicalservices@fokker.com. The referenced publications can be downloaded from www.myfokkerfleet.com.