



CIVIL AVIATION AUTHORITY  
CZECH REPUBLIC  
Airworthiness Division

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## AIRWORTHINESS DIRECTIVE

**Number: CAA-AD-031/2004**

Date of issue: April 05, 2004

**FOKKER SERVICES B.V**

F.27 Mk.200, Mk.400, Mk.500, Mk.600

### AIRCRAFT - FUEL - TANK ISOLATION VALVE SELECTOR KNOBS - INSPECTION

**Applicability:** Fokker Aircraft B.V. F.27 Mk.200, Mk.400, Mk.500 and Mk.600 series, serial numbers 10505 through 10591, that are not equipped with inboard wing fuel tanks and that have not been modified in accordance with SB F27/28-58.

**Effective date:** April 20, 2004

**Compliance:** Required as indicated BLA 2004-037.

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*Remarks: The compliance of this AD must be recorded in Aircraft Logbook, where applicable the requirements of this AD must be integrated into Aircraft Technical Documentation. Address inquiries concerning this AD to: Civil Aviation Authority, Airworthiness Division, Ruzyně Airport, 160 08 Prague 6, Czech Republic, tel.: 420 2 33320922, fax: 420 2 20562270.*

**Ing. Pavel MATOUŠEK**  
**Director**

**BLA nr. 2004-037 (A)**

Date: April 1, 2004

**FOKKER SERVICES B.V**

(formerly Fokker Aircraft B.V.)

Model F.27 Mk.200, Mk.400, Mk.500 and Mk.600 series

CAA-NL Type Certificate Nr. A22F

**FUEL - TANK ISOLATION VALVE SELECTOR KNOBS - INSPECTION****Description:**

In the period 1975-1980, Fokker Aircraft delivered F.27 aircraft serial numbers (s/n) 10505 thru 10592 with Fuel Tank Isolation Valves installed between the Fuel Tanks and the Collector Fuel Tank. The position of these valves is electrically controlled from the cockpit by means of rotary knobs on the Fuel Panel. On F.27 aircraft without inboard wing tanks, the rotary knobs have an OPEN and a SHUT position and must be used for maintenance purposes only. For aircraft without inboard wing fuel tanks in the s/n range 10505 thru 10542, Fokker issued (recommended) Service Bulletin (SB) F27/28-53 on 28 August 1979 which introduced sealwire between the Tank Isolation Valve Selector Knobs. When correctly installed, this sealwire prevents the inadvertent changing of the rotary knob from OPEN to SHUT during flight operations. The sealwire was also introduced in 1977 on the production line for aircraft without inboard wing fuel tanks in the s/n range 10543 thru 10592. During the investigation of a recent accident caused by fuel starvation on both engines shortly after take-off, both rotary knobs were found in the SHUT position. In addition, although the affected aircraft had been delivered with the described modification installed, no sealwire was found during the investigation and no holes for the attachment of the sealwire were found in the rotary knobs. Apparently, at some time in the past, the sealwire had been removed and the knobs replaced. Subsequently, other aircraft were found to have the sealwire incorrectly installed. This condition, if not corrected, results in a situation that does not prevent the inadvertent movement of the knobs from OPEN to SHUT, possibly leading to further cases of accidental fuel starvation. Since an unsafe condition has been identified that may exist on other aircraft of this type design, this Airworthiness Directive (BLA) requires a one-time inspection of the affected rotary knobs for the presence and correct installation of the sealwire and, if necessary, rework and modification. In addition, this directive requires the introduction of changes to operational- and maintenance procedures.

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**Effective date:** April 20, 2004

**Compliance:** Required as indicated, unless accomplished previously.

- (a) Within the next 3 calendar months after the effective date of this directive, check for the presence of a correctly installed sealwire and perform corrective actions, as necessary, in accordance with Part 2 Accomplishment Instructions of Fokker Services SB F27/28-67 dated February 23, 2004 or a later CAA-NL approved revision;
- (b) Before installation as a replacement Fuel Tank Isolation Valve control rotary knob, modify all spare rotary knobs Part Number (P/N) E16032-3, P/N 10632-10003 and P80-004 into P/N Y00092-401 in accordance with Part 2 Accomplishment Instructions of Fokker Services SB F27/28-67 dated February 23, 2004 or a later CAA-NL approved revision.
- (c) Within the next calendar month after the effective date of this directive, Incorporate the applicable changes introduced with Fokker Services Manual Change Notification MCNO F27-018 dated December 1, 2003 into the applicable (Airplane) Flight Manual;
- (d) Within the next 3 calendar months after the effective date of this directive, incorporate the applicable changes introduced with Fokker Services Manual Change Notification MCNM F27-020 dated February 23, 2004 into the Maintenance Manual.

**Remarks :**

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **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@stork.com](mailto:technicalservices.fokkerservices@stork.com).**
- Compliance with this directive must be recorded in the proper Aircraft Log Book(s).

Address inquiries concerning this AD to :

Aircraft Division, Section C&D; telephone +31-23-566-3155; facsimile +31-23-566-3006; e-mail [Info.Register@ivw.nl](mailto:Info.Register@ivw.nl).