

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0032</p> <p>Date: 24 February 2015</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 EU 1321/2014 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 [EU 1321/2014 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: FOKKER SERVICES B.V.</p>	<p>Type/Model designation(s): F28 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.037</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
ATA 05	Time Limits / Maintenance Checks – ALS Part 3 – Fuel Airworthiness Limitations – Implementation	
<p>Manufacturer(s):</p>	<p>Fokker Aircraft B.V.</p>	
<p>Applicability:</p>	<p>F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.</p>	
<p>Reason:</p>	<p>Fokker Services published issue 5 of Engineering Report SE-672, containing Fuel Airworthiness Limitation Items (ALIs) and Critical Design Configuration Control Limitations (CDCCLs). This report is Part 3 of the Airworthiness Limitations Section (ALS Part 3) of the Instructions for Continued Airworthiness, referred to in Section 06, Appendix 1, of the Fokker 70/100 Maintenance Review Board (MRB) document.</p> <p>The complete ALS currently consists of:</p> <p>Part 1 - Report SE-473, Certification Maintenance Requirements (CMRs), Part 2 - Report SE-623, ALIs and Safe Life Items (SLIs), and Part 3 - Report SE-672, Fuel ALIs and CDCCLs.</p> <p>The instructions contained in those reports have been identified as mandatory actions for continued airworthiness.</p> <p>For the reasons described above, this AD requires implementation of the maintenance actions as specified in ALS Part 3 of the Instructions for Continued Airworthiness, Fokker Services Engineering Report SE-672 at issue 5.</p>	
<p>Effective Date:</p>	<p>10 March 2015</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) From the effective date of this AD, accomplish all applicable maintenance tasks described in, and within the thresholds and intervals as specified in, Fokker Services Engineering Report SE-672 at issue 5, hereafter referred to as 'ALS Part 3'. (2) If, during accomplishment of any task as required by paragraph (1) of this AD, any discrepancies (as defined in ALS Part 3) are found, within the applicable compliance time specified in ALS Part 3, accomplish the applicable maintenance procedures for corrective actions in accordance with the approved maintenance documentation. If no compliance time is identified in ALS Part 3, accomplish the applicable corrective actions before next flight. If a detected discrepancy is not identified in ALS Part 3, before next flight, contact Fokker Services for approved instructions and accomplish those instructions accordingly. (3) Within 12 months after the effective date of this AD, revise the approved aircraft maintenance programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the tasks and associated thresholds and intervals described in ALS Part 3, as applicable to the aeroplane configuration. (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks as specified in Fokker Services Engineering Report SE-672 at issue 4, the new and/or more restrictive tasks, as defined in ALS Part 3, must be incorporated into the AMP to comply with paragraph (3) of this AD. (5) Compliance with the requirements of paragraph (3) constitutes compliance with the requirements of paragraphs (1) and (2) of this AD. After revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual tasks is recorded for demonstration of AD compliance on a continued basis. <p>Note: For affected Fokker F28 Mark 0070 and Mark 0100 aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (3) of this AD is required by Commission Regulation (EU) No 1321/2014, Part M.A.301, paragraph 3.</p> <ol style="list-style-type: none"> (6) Compliance with the requirements of paragraph (3) also constitutes compliance with the requirements of EASA AD 2014-0224, when related to tasks described in Fokker Services Engineering Report SE-672 at issue 4.
<p>Ref. Publications:</p>	<p>Fokker 70/100 Instructions for Continued Airworthiness, ALS Part 3, Fokker Services Engineering Report SE-672 issue 5, release date 11 December 2014.</p> <p>The use of later approved revisions of this report is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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 23 January 2015 as PAD 15-007 for consultation until 20 February 2015. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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 publication can be downloaded from www.myfokkerfleet.com.