



## Airworthiness Directive

**AD No.:** 2016-0125

**Issued:** 21 June 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

FOKKER SERVICES B.V.

**Type/Model designation(s):**

F28 aeroplanes

**Effective Date:** 05 July 2016

**TCDS Number(s):** EASA.A.037

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2014-0224 dated 08 October 2014.

### ATA 05 – Time Limits / Maintenance Checks – ALS Part 2 – Airworthiness Limitations Items and Safe Life Items – Implementation

**Manufacturer(s):**

Fokker Aircraft B.V.

**Applicability:**

F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.

**Reason:**

Fokker Services recently published issue 15 of Engineering Report SE-623, containing Airworthiness Limitation Items (ALIs) and Safe Life Items (SLIs). This report is Part 2 of the Airworthiness Limitations Section (ALS Part 2) of the Instructions for Continued Airworthiness, referred to in Section 06, Appendix 1, of the Fokker 70/100 Maintenance Review Board document.

The complete ALS consists of:

- Part 1 - Report SE-473, Certification Maintenance Requirements (CMRs) – ref. [EASA AD 2015-0027](#),
- Part 2 - Report SE-623, ALIs and SLIs – ref. [EASA AD 2014-0224](#), and
- Part 3 - Report SE-672, Fuel ALIs and CDCCLs – ref. [EASA AD 2015-0032](#).

The instructions contained in those reports have been identified as mandatory actions for continued airworthiness. Failure to accomplish these actions could result in an unsafe condition.



EASA previously issued AD 2014-0224, requiring the actions described in ALS Part 1 (report SE-473 issue 10), Part 2 (report SE-623 issue 13) and Part 3 (report SE-672 issue 4). Since that AD was issued, ALS Part 1 was revised (SE-473 issue 11) and EASA issued AD 2015-0027 accordingly. ALS Part 3 was also revised (SE-672 issue 5) and EASA issued AD 2015-0032 accordingly.

For the reasons described above, this AD retains part of the requirements of AD 2014-0224, which is superseded, and requires implementation of the maintenance actions as specified in ALS Part 2 of the Instructions for Continued Airworthiness, Fokker Services Engineering Report SE-623 at issue 15 (hereafter referred to as 'ALS Part 2' in this AD).

#### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

- (1) From the effective date of this AD, within the thresholds and intervals (see Note 1 of this AD) as specified in ALS Part 2, accomplish all applicable maintenance tasks described in ALS Part 2.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' pages of ALS Part 2 include specific compliance times for certain tasks.

- (2) **Corrective Action(s):** In case of finding discrepancies (as defined in ALS Part 2) during accomplishment of any task as required by paragraph (1) of this AD, within the applicable compliance time specified in ALS Part 2, accomplish the applicable maintenance procedures for corrective action in accordance with the approved maintenance documentation. If no compliance time is identified in ALS Part 2, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in ALS Part 2, before next flight, contact Fokker Services for approved instructions and accomplish those instructions accordingly.
- (3) **Aircraft Maintenance Programme (AMP) Revision:** Within 12 months after the effective date of this AD, revise the 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 2, as applicable to the aeroplane configuration.
- (4) **Credit:** 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-623 at issue 13 or 14, the new and/or more restrictive tasks, as defined in ALS Part 2, must be incorporated into the AMP to comply with paragraph (3) of this AD.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the applicable new and more restrictive tasks, as defined in, and within the compliance times (see Note 1 of this AD) as specified in, ALS Part 2, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the applicable new and more restrictive tasks, as defined in ALS Part 2, into the AMP to comply with paragraph (3) of this AD.



- (5) **Recording AD compliance:** When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 2 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Note 2: For affected Fokker F28 Mark 0070 and Mark 0100 aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) No [1321/2014](#), Part M.A.301, paragraph 3.

Note 3: Report SE-623, issue 16, was issued during the consultation period of PAD 16-065, to address FAA specific requirements, not associated to EASA ones. Use of Report SE-623, issue 16, is acceptable for compliance with the requirements of this AD.

**Ref. Publications:**

Fokker 70/100 Instructions for Continued Airworthiness, ALS Part 2, Fokker Services Engineering Report SE-623 issue 15, release date 29 April 2016, and issue 16, release date 03 June 2016.

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 11 May 2016 as PAD 16-065 for consultation until 08 June 2016. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:technicalservices@fokker.com).  
The referenced publication can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

