



## Airworthiness Directive

**AD No.:** 2017-0043

**Issued:** 06 March 2017

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:** 20 March 2017

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes Civil Aviation Authority (CAA) of the Netherlands (NL) AD (BLA) 2004-022 dated 27 February 2004 (EASA approval 2004-1653).

## ATA 25 – Equipment & Furnishings – Passenger Service Units – Inspection

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### Manufacturer(s):

Fokker Aircraft B.V.

### Applicability:

F28 Mark 0100 aeroplanes, serial number (s/n) 11244 to s/n 11527 inclusive, except those modified in service in accordance with the instructions of Fokker Service Bulletin (SB) SBF100-25-070 (any revision), SBF100-25-109, or report FS-N545 or FS-N571.

### Reason:

Reports were received of burning smell and smoke in the passenger compartment during flight as a result of overheating of passenger service units (PSU). These were attributed to moisture ingress into the interface electrical connectors of an unsealed PSU panel.

This condition, if not detected and corrected, could lead to further incidents of smoke in the passenger compartment, possibly resulting in injury to occupants.

To address this potential unsafe condition, Grimes Aerospace Company, the PSU manufacturer (currently Honeywell) issued SB 10-1178-33-0040 and SB 10-1571-33-0041, and Fokker Services issued SBF100-25-097, to provide instructions for installation of improved sealing of the PSU and its



interface electrical connectors. Subsequently, CAA-NL issued AD (BLA) 2004-022 to require modification, cleaning and sealing of the affected PSU.

Since that AD was issued, following a new occurrence of burning smell and smoke in the passenger compartment during disembarking of the passengers, the investigation revealed that, on several aeroplanes, the modification instructions of Honeywell and Fokker Services (SB listed above) were not, or not correctly, implemented. Prompted by these findings, Fokker Services published SBF100-25-128, providing inspection instructions to detect non-accomplishment and any discrepancy with the original modification instructions.

For the reasons described above, this AD retains the requirement of CAA-NL AD (BLA) 2004-022, which is superseded, and requires a one-time inspection of the PSU panels and their interface with the aeroplane, and, depending on findings, the accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Note: For the purpose of this AD, Grimes (Honeywell) Part Number (P/N) 10-1178-(series) PSU, having a s/n below 4000, and P/N 10-1571-(series) PSU, having a s/n below 1000, are hereafter collectively referred to as 'affected PSU' in this AD.

**Re-statement of the requirements of CAA-NL AD (BLA) 2004-022** (EASA approval 2004-1653):

**Modification:**

(1) Within 36 months after 20 March 2004 [the effective date of CAA-NL AD (BLA) 2004-022], accomplish the actions as required by paragraphs (1.1) and (1.2) of this AD.

(1.1) Modify each affected PSU in accordance with the instructions of Grimes Aerospace Company SB 10-1178-33-0040 Revision 1, or SB 10-1571-33-0041, as applicable.

(1.2) Clean and seal each PSU panel/aeroplane interface connector in accordance with the instructions of Fokker Services SBF100-25-097.

**New Requirements of this AD:**

**Inspections:**

(2) Within 24 months after the effective date of this AD, accomplish the actions as required by paragraphs (2.1) and (2.2) of this AD.

(2.1) Inspect the panel of each affected PSU and check for correct application of the sealant in accordance with the instructions of Grimes Aerospace Company SB 10-1178-33-0040 Revision 1, or SB 10-1571-33-0041, as applicable.

(2.2) Inspect the electrical connectors of each affected PSU panel, identify the installed gaskets, inspect the locking of the connectors and determine which sealant has been applied on the connectors in accordance with the instructions of Fokker Services SBF100-25-128.



**Corrective Action(s):**

- (3) If, during an inspection as required by paragraph (2.1) or (2.2) of this AD, as applicable, any discrepancy is found, before next flight, restore the sealing of the affected PSU panel(s) and/or accomplish the applicable corrective action(s) to correct the PSU panel/aeroplane interface, in accordance with the instructions of Fokker Services SBF100-25-128.

**Parts Installation:**

- (4) From the effective date of this AD, it is allowed to install an affected PSU (see Note of this AD) on an aeroplane, provided that, before next flight after installation, the PSU and panel/aeroplane interface pass the inspections as required by paragraphs (2.1) and (2.2) of this AD.

**Ref. Publications:**

Grimes Aerospace Company SB 10-1178-33-0040 Revision 1 dated 25 March 1996.

Grimes Aerospace Company SB 10-1571-33-0041 original issue dated 15 October 1993.

Fokker Services SBF100-25-097 original issue dated 30 December 2003.

Fokker Services SBF100-25-128 original issue dated 21 July 2016.

The use of later approved revisions of these documents 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 10 January 2017 as PAD 17-001 for consultation until 07 February 2017. 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.  
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The referenced publications can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

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