



Airworthiness Directive

AD No.: 2017-0113

Issued: 28 June 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: 12 July 2017

TCDS Number(s): EASA.A.037

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishing – Passenger Service Unit and Overwing Emergency Exit Door – Inspection / Modification

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F28 Mark 0100 aeroplanes, serial number (s/n) 11359, 11361, 11367, 11397, 11404, 11446, 11456, 11460, 11468, 11483, 11490, 11499, 11502, 11515 and 11520.

Reason:

A report was received of an occurrence involving interference between certain Passenger Service Unit (PSU) panels, Part Number (P/N) A546011-501 and P/N A546011-503, when in the deployed/open position, and the nearby emergency exit door cover.

This condition, if not detected and corrected, could prevent a complete opening of the overwing emergency exit door, possibly obstructing the evacuation of occupants in case of an emergency landing.

To address this potential unsafe condition, Fokker Services published Service Bulletin (SB) SBF100-25-131 (hereafter referred to as 'the SB' in this AD) to provide inspection instructions.



For the reasons described above, this AD requires a one-time inspection to verify that the overwing emergency exit doors can be fully operated with the PSU-panels in the deployed/opened position and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires the reporting of findings.

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

Required as indicated, unless accomplished previously:

Note 1: PSU panels P/N A546011-501 and P/N A546011-503 are hereafter collectively referred to as 'the applicable PSU panel' in this AD.

Inspection:

- (1) Within 500 flight hours (FH) or 6 months, whichever occurs first after the effective date of this AD, inspect each overwing emergency exit door to determine the existence of any interference with the applicable PSU panel in the deployed/opened position in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any interference is detected, within 1 500 FH or 12 months, whichever occurs first after the effective date of this AD, modify the installation of the applicable PSU panel in accordance with the instructions of Fokker Services SBF100-25-132. Contact Fokker Services to obtain the necessary instructions in the form of an Appendix to SBF100-25-132, as applicable to aeroplane s/n and configuration.

Reporting:

- (3) Within 30 days after the inspection as required by paragraph (1) of this AD, report all findings (including none) to Fokker Services.

Ref. Publications:

Fokker Services SBF100-25-131 original issue dated 15 March 2017.

Fokker Services 'Proforma' SBF100-25-132 original issue dated 15 March 2017.

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 23 May 2017 as PAD 17-064 for consultation until 20 June 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.



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.

