


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p style="text-align: center;"><b>AD No : 2007-0229</b></p> <p style="text-align: center;"><b>Date: 15 August 2007</b></p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>	
Fokker Services B.V.	F28 Mark 0070 and Mark 0100 aircraft	
TCDS Number: EASA A.037		
Foreign AD: Not applicable		
Supersedure: This Airworthiness Directive (AD) supersedes CAA Netherlands AD NL-2006-011, EASA approval number 2006-0231.		
<b>ATA 30</b>	<b>Ice &amp; Rain Protection - Wing Leading Edge Heating Piccolo Tube Peri-Seals - Inspection/Replacement</b>	
Manufacturer(s):	Fokker Aircraft B.V.	
Applicability:	Model F28 Mark 0070 and Mark 0100 aircraft, all serial numbers, except those previously modified per Fokker Service Bulletin SBF100-30-022.	
Reason:	<p>In 1997, Fokker introduced a new type of Peri-seal (SBF100-30-022). The old type was known to be subject to deterioration, which, in combination with improper installation, can cause leakage of hot wing anti-icing air from the Peri-seal housing. This results in an uncontrolled flow of high-pressure hot air to enter the forward (anti-icing) plenum chamber of the wing leading edge, potentially damaging the anti-icing barrier webs. Subsequently, the wing auxiliary spar can also be damaged by high-pressure hot air. Analysis at the time showed that any resulting damage (known to occur at inboard positions only) would not affect the wing load capability. For this reason, the modification was not classified as MANDATORY and no AD action was warranted. However, through a recent occurrence, it was discovered that deterioration of the Peri-seals enables the piccolo tubes to vibrate, resulting in a broken piccolo tube. In this case, the location of the failure was more outboard than previous occurrences. This condition, if not corrected, may cause heat damage to the front spar that potentially affects the wing's load capability. Since an unsafe condition was identified, likely to exist or develop on aircraft of this type design, CAA Netherlands issued AD NL-2006-011 to require inspection of the Piccolo Tubes and the surrounding structure to establish correct installation, as well as the replacement of the 460-series Peri-seals by the improved 600-series, which have a higher temperature limit.</p>	

	Since the issuance of that AD, Fokker has developed a modification, published as Component Service Bulletin (CSB) D14000-57-007, for spare wing leading edge sections that may still contain the 460-series Peri-seals. For that reason, this EASA AD retains the requirements of AD NL-2006-011 and adds a limit for the allowed use of unmodified wing leading edge section as replacement part.
Effective Date:	29 August 2007
Compliance:	Required as indicated, unless accomplished previously: (1) Within the next 4 000 flight hours after 15 August 2006 [the effective date of AD NL-2006-011] but not later than 15 August 2008, whichever occurs first, inspect the Piccolo Tubes and their surrounding area and replace the Peri-seals in accordance with Part 3 Accomplishment Instructions of Fokker Service Bulletin SBF100-30-028; (2) After 15 August 2008, no person shall install a spare wing leading edge section on any of the aircraft affected by this directive, unless it has been modified in accordance with CSB D14000-57-007.
Ref. Publications:	Fokker Service Bulletins SBF100-30-022 (superseded by SBF100-30-028); SBF100-30-028 original issue or Revision 1; and CSB D14000-57-007, or later approved revisions of these documents.
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</li> <li>2. This AD was posted for consultation on 13 July 2007 as PAD 07-124 until 10 August 2007. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</li> <li>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 231, 2150 AE Nieuw-Vennep, The Netherlands;  telephone (31) 252-627-350; facsimile (31) 252-627-211;  e-mail: <a href="mailto:technicalservices.fokkerservices@stork.com">technicalservices.fokkerservices@stork.com</a> . The referenced publications can also be downloaded from <a href="http://www.myfokkerfleet.com">www.myfokkerfleet.com</a> .</li> </ol>