


EASA	AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No: 2008-0020</p> <p style="text-align: center;">Date: 28 January 2008</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.	
Type Approval Holder's Name: Fokker Services B.V.	Type/Model designation(s): F28 Mark 0070 and Mark 0100 aircraft
TCDS Number: EASA A.037	
Foreign AD: Not applicable	
Supersedure: None	
ATA 11, 52	Doors – Downward Opening Passenger Door – One-Time Inspection and Warning Placard Installation
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	<p>F28 Mark 0070 and Mark 0100 aircraft, all serial numbers, if equipped with a downward-opening 'airstair' type passenger door.</p> <p>Note: Paragraph (2) of this AD does not apply to aircraft serial numbers 11461, 11462, 11472, 11473, 11496, 11500, 11503, 11505, 11509, 11511, 11516, 11518, 11527, 11529, 11532, 11536 thru 11541, 11543, 11545, 11547, 11549, 11551, 11553 thru 11583 and 11585, on which the revised clearance was introduced prior to delivery.</p>
Reason:	<p>Following a red illuminated "DOOR NOT LOCKED" status light indication on the door lock indication panel after lift off, the cabin crew operated the door lock handle. This resulted in inadvertent opening of the downward opening passenger door in flight. It appeared that the cabin crew was unaware of the content of Fokker 70/100 Service Letter (SL) 272. This SL informs not to operate the door lock handle after the aircraft has started to move or before it has come to a complete standstill.</p> <p>After inspection, it was found that the false red light might be the result of an incorrect clearance between lever Part Number (P/N) A26997-003 and the Up-Limit Switch. If the Up-Limit Switch has an incorrect clearance, the combination with cabin differential pressure build-up after lift-off might result in a false steady illuminating red "DOOR NOT LOCKED" indication on the Door Indication Panel. The original Fokker Service Bulletin SBF100-52-044 and the associated Aircraft Maintenance Manual (AMM) task mentioned a clearance of 1,3 mm ± 0,3 mm. Later, based on a trial, an improved clearance of 0,3 mm ± 0,2 mm was introduced. Both documents have been revised for that reason. Later production serial number aircraft with downward opening passenger doors had the correct clearance introduced before delivery, but no action was taken to inspect and adjust the clearance on previously delivered or modified (per SBF100-52-044)</p>

	<p>serial numbers.</p> <p>Since an unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, this Airworthiness Directive (AD) requires two actions:</p> <ul style="list-style-type: none"> - The installation of a warning placard near the status lights of the door lock indication panel, instructing the cabin crew not to operate the door handle during flight and to inform the flight crew of the "DOOR NOT LOCKED" indication; and - A one-time inspection of the clearance between lever P/N A26997-003 and the Up-Limit Switch. If this clearance deviates from the limits given in AMM task 52-71-01-400-814-A, which is 0,3 mm ± 0,2 mm (0.0118 inch ± 0.0079 inch), corrective actions are required.
Effective Date:	11 February 2008
Compliance:	<p>Required as indicated, unless accomplished previously.</p> <p>(1) Within 500 Flight Cycles (FC) or 4 months after the effective date of this AD, whichever occurs first, install the warning placard near the status lights of the door lock indication panel in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-11-025 Revision 1;</p> <p>Note 1: For the purpose of this AD, it is assumed that all aircraft affected by this AD have been modified in accordance with SBF100-52-069 as required by existing 'State of Design' CAA Netherlands AD (BLA) 2002-057. In case any aircraft has not yet been modified in accordance with SBF100-52-069, this must be accomplished prior to, or at the same time as, compliance with paragraph (1) of this AD.</p> <p>Note 2: Prior accomplishment of SBF100-11-025 at original issue is considered acceptable to comply with the requirement of paragraph (1) of this AD.</p> <p>(2) Within 4 000 FC after the effective date of this AD, or after modification of the aircraft in accordance with (optional) SBF100-52-044, whichever occurs later, perform a one-time inspection of the clearance between lever P/N A26997-003 and the Up-Limit Switch in accordance with the Accomplishment Instructions of Fokker SBF100-52-086;</p> <p>Note 3: For the purpose of this AD, aircraft that have been modified during production in accordance with Fokker Engineering Change Request (ECR) 091770, 095004, 095680 or 095836 are considered to be in a post-SBF100-52-044 configuration.</p> <p>Note 4: For aircraft modified in accordance with SBF100-52-044 Revision 1 dated 01 November 2007 or later approved revisions, compliance with paragraph (2) of this AD is not required.</p> <p>(3) In case the clearance is found to be incorrect, before next flight, accomplish the corrective actions in accordance with the Accomplishment Instructions of Fokker SBF100-52-086.</p>
Ref. Publications:	<p>Fokker Service Bulletins SBF100-11-025 Revision 1, dated 13 December 2007 and SBF100-52-086 dated 01 November 2007.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 21 December 2007 as PAD 07-228 for consultation until 18 January 2008. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any questions concerning the technical aspects of the requirements in this

	<p>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: technicalservices.fokkerservices@stork.com The referenced publication can be downloaded from www.myfokkerfleet.com</p>
--	--