

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0008</p> <p>Date: 12 January 2008</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Fokker Services B.V.</p>	<p>Type/Model designation(s) :</p> <p>F28 Mark 0070 and Mark 0100 aircraft</p>
<p>TCDS Number : EASA.A.037</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 30	Ice- & Rain Protection – On-Ground Wing Leading Edge Heating System – Installation
<p>Manufacturer(s):</p>	<p>Fokker Aircraft B.V.</p>
<p>Applicability:</p>	<p>F28 Mark 0070 and Mark 0100 aircraft, all serial numbers.</p> <p>Note: Aircraft with serial numbers 11496, 11518, 11562, 11566, 11567, 11568, 11571, 11572, 11575, 11579, 1581, 11582 and 11583 are known to have been delivered with an on-ground wing leading edge heating system installed, although this may have since been removed or deactivated.</p>
<p>Reason:</p>	<p>Subsequent to a fatal accident with a Fokker F28 Mark 0100 in 1993, the last few aircraft from the production line were fitted with an On-Ground Wing Leading Edge Heating System (OGWLEHS), which activates the wing anti-icing system on the ground when engine anti-icing is selected ON. The standard wing anti-icing system, if selected ON, operates only during flight. This modification, which provides an additional safety feature during winter operation, was also made available as an option to in-service aircraft through Pro-Forma Service Bulletin SBF100-30-018 in 1997.</p> <p>During the last few years, at least two serious winter operation events with F28 Mark 0100 aircraft are known to have occurred, associated with leading edge ice contamination, as a result of which the two aircraft were written off. Apparently, the required inspections for wing contamination by ice, frost or snow and the associated de-/anti-icing treatments are not always fully complied with in the actual operational environment. As a consequence, a clean aircraft prior to take-off cannot be taken for granted.</p> <p>If these events would have been directly attributable to design-related causes, this occurrence rate would be beyond the acceptable limit for continuing airworthiness. However, these events are established to have been caused by operational (human) factors instead. Nevertheless, the potential of further</p>

	<p>accidents due to similar causes can be more effectively reduced by a single design change, rather than by additional operational measures (however necessary) to improve the operational assurance of a clean aircraft take-off.</p> <p>It is highly probable that the two aircraft losses referred to above would not have occurred if the aircraft had been equipped with an OGWLEHS.</p> <p>For the reasons described above, this EASA AD requires the installation of an On-Ground Wing Leading Edge Heating System.</p>
Effective Date:	26 January 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 24 calendar months after the effective date of this AD, install an On-Ground Wing-Leading-Edge Heating System in accordance with the Accomplishment Instructions of Fokker (Pro Forma) SBF100-30-018 and the associated Appendix (identified by Roman numerals I through VIII) as applicable to aircraft serial number. (2) After modification of an aircraft as required by paragraph (1) of this AD, safe winter operation of the aircraft remains an operational responsibility. The system will certainly aid in keeping wing leading edges free of ice, frost and snow accumulation, but it does not replace the required procedures to prevent take-off with contaminated wings. Consequently, modification of the aircraft as required by this AD does not relieve the operator from the responsibility to maintain the clean aircraft concept as required by regulation. This includes appropriate inspections whenever icing conditions exist, as well as the application of de-icing and/or anti-icing fluids based on the decision logic in an approved winter operation program. When the aircraft is operated in accordance with the approved Aircraft Flight Manual (AFM), the actual use of wing leading edge heating on the ground may - only under certain specific conditions described in the AFM - relieve the operator of the requirement to perform a tactile inspection of the upper surface of the wing leading edge after treatment with de-icing and/or anti-icing fluid, as applicable. <p>Note: In an operational environment where ground-icing conditions as defined in the AFM can be completely excluded over the full calendar year and the operator's complete operating network, the operator may consider to request the local authority to obtain an exemption for the actions required by this AD.</p>
Ref. Publications:	<p>Fokker Pro Forma SBF100-30-018 dated 01 April 1997, or Revision 1 dated 15 December 2008, and the associated Appendices.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>Fokker Services All Operators Message AOF100.154 dated 23 September 2008.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD 2. This AD was published on 20 November 2008 as PAD 08-128 for consultation until 18 December 2008. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; 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 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone +31 (0)252-627-350; facsimile +31 (0)252-627-211; e-mail: technicalservices.fokkerservices@stork.com . The referenced publication can be downloaded from www.myfokkerfleet.com