


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0112R1</p> <p>Date: 31 August 2011</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 aeroplanes</p>
<p>TCDS Number: EASA.A.037</p>		
<p>Foreign AD: FAA AD 2011-14-08 dated 15 July 2011</p>		
<p>Revision: This AD revises EASA AD 2010-0112 dated 14 June 2010.</p>		
ATA 35	Oxygen System – Passenger Oxygen Masks - Identification / Modification / Replacement	
<p>Manufacturer(s): Fokker Aircraft B.V.</p>		
<p>Applicability: F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.</p>		
<p>Reason:</p> <p>During maintenance, it was discovered that the in-line flow indicators at several oxygen-supply-lines of B/E Aerospace (formerly Puritan-Bennett) passenger oxygen masks Part Number (P/N) 174080-xx were found broken. Investigation revealed that P/N 118023-02 in-line flow indicators, installed on oxygen masks manufactured between 01 January 2002 and 01 March 2006, are weaker and can fracture because of internal residual stresses caused by the flow indicator joint design and manufacturing processes.</p> <p>This condition, if not detected and corrected, could lead to further cases of fracturing and separation of the in-line flow indicators of the passenger oxygen masks, which could inhibit oxygen flow to the masks and consequently result in exposure of the passengers and cabin attendants to hypoxia following a depressurization event.</p> <p>To address this potential unsafe condition, EASA issued AD 2010-0112 to require the identification of the affected masks and modification or replacement with a serviceable unit.</p> <p>Since that AD was issued, the Federal Aviation Administration (FAA), representing the State of Design of the affected B/E Aerospace oxygen</p>		

	<p>masks, published Final Rule AD 2011-14-08, which became effective on 19 August 2011, applicable to all aircraft with the affected B/E Aerospace oxygen masks installed. This AD contains similar requirements to those required by EASA AD 2010-0112, but applies to more oxygen mask P/N's than listed in EASA AD 2010-0112. EASA has adopted FAA AD 2011-14-08.</p> <p>However, the P/N 174080-1H, P/N 174080-56 and P/N 174080-75 are the only B/E Aerospace oxygen masks approved for installation of Fokker F28 Mark 0070 and F28 Mark 0100 aeroplanes and are therefore part of the approved aeroplane type design.</p> <p>For the reasons described above, this AD is revised to specify that using the instructions of B/E Aerospace SB 174080-35-04 dated 6 September 2010 is acceptable to comply with AD 2010-0112. This revised AD also specifies that an aeroplane that is already compliant with EASA AD 2010-0112 is considered to be compliant with the requirements of FAA AD 2011-14-08, provided it can be positively determined that no oxygen mask assembly, having a P/N other than P/N 174080-1H, P/N 174080-56 or P/N 174080-75, has been installed on that aeroplane, either through modification, or by Supplemental Type Certificate (STC).</p>
Effective Date:	<p>Revision 1: 31 August 2011</p> <p>Original issue: 28 June 2010</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously.</p> <p>(1) Within the next 4 000 flight hours or 36 months, whichever occurs first after 28 June 2010 [the effective date of the original issue of this AD], accomplish the following actions concurrently:</p> <p>(1.1) Identify the P/N and manufacturing date of the B/E Aerospace passenger oxygen masks installed on the aeroplane to determine whether any are P/N 174080-1H, P/N 174080-56 or P/N 174080-75, manufactured between 01 January 2002 and 01 March 2006.</p> <p>(1.2) If affected oxygen masks are installed, inspect the condition of the flow indicator of each mask and if it has failed, before next flight, modify the affected mask by replacing the in-line flow indicator P/N 118023-02 with an improved flow indicator P/N 118023-12, or replace the affected mask with a serviceable unit, in accordance with the instructions of Fokker Services Service Bulletin (SB) SBF100-35-006 and B/E Aerospace SB 174080-35-03 Revision 1.</p> <p>(2) Within the next 4 000 flight hours or 36 months, whichever occurs first after 28 June 2010 [the effective date of the original issue of this AD], unless already accomplished as required by paragraph (1.2) of this AD, modify each affected mask by replacing the in-line flow indicator P/N 118023-02 with an improved flow indicator P/N 118023-12, or replace each mask with a serviceable unit, in accordance with the instructions of Fokker Services Service Bulletin (SB) SBF100-35-006 and B/E Aerospace SB 174080-35-03 Revision 1.</p> <p>(3) After 28 June 2013, do not install a B/E Aerospace passenger oxygen mask P/N 174080-1H, P/N 174080-56 or P/N 174080-75, manufactured between 01 January 2002 and 01 March 2006, on any aeroplane, unless the mask has been modified and re-identified in accordance with the instructions of B/E Aerospace SB 174080-35-03 Revision 1.</p> <p>(4) Modification of an aeroplane by replacing oxygen masks, or modification of an oxygen mask, as applicable, in accordance with the instructions of B/E Aerospace SB 174080-35-04, in lieu of Fokker Services SBF100-35-006 or B/E Aerospace SB 174080-35-03 Revision 1, is acceptable to comply with the corresponding requirements of this AD.</p> <p>(5) An aeroplane that is already compliant with the requirements of this AD is considered to be compliant with the requirements of FAA AD 2011-14-</p>

	08, provided it can be positively determined that no oxygen mask assembly, having a P/N other than P/N 174080-1H, P/N 174080-56 or P/N 174080-75, is installed on that aeroplane, either through modification or by STC.
Ref. Publications:	<p>Fokker Services SB SBF100-35-006, dated 31 March 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>B/E Aerospace SB 174080-35-03 Revision 1, dated 24 February 2010.</p> <p>B/E Aerospace SB 174080-35-04 dated 6 September 2010.</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. The original issue of this AD was posted on 10 May 2010 as PAD 10-043 for consultation until 07 June 2010. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical aspects 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: technicalservices.fokkerservices@fokker.com The referenced publication can be downloaded from www.myfokkerfleet.com _or B/E Aerospace, 10800 Pflumm Road, Lenexa, Kansas 66215, United State of America; telephone: +1 913-338-9800; fax: +1 913-469-8419; Internet: http://www.beaerospace.com, E-mail technicalpublications_lenexa@beaerospace.com.