


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-131</p> <p>Date: 09 October 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Design Approval Holder's Name:</p> <p>FOKKER SERVICES B.V.</p>	<p>Type/Model designation(s):</p> <p>F27 aeroplanes</p>
TCDS Number:	EASA.A.036
Foreign AD:	Not applicable
Supersedure:	None
ATA 11	Placards and Markings – Passenger- and Cargo Compartments Exit Signs – Replacement
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F27 aeroplanes, serial numbers 10425 through 10692 inclusive (some exceptions), as listed in Fokker Services Service Bulletin (SB) SBF27-11-006 dated 20 July 2012.
Reason:	<p>A number of Fokker F27 aeroplanes have exit signs installed to locate the emergency exits. A number of these signs are not electrically powered, but are self illuminated by means of a hydrogen isotope known as Tritium. As this isotope decays over time, these signs will lose their brightness.</p> <p>To remain compliant with regulations, Tritium exit signs should be replaced when their brightness has deteriorated below accepted levels. The established service life for the Tritium powered exit signs is 7 years. Currently, the F27 maintenance program does not include a replacement task for exit signs containing Tritium.</p> <p>This condition, if not corrected, could result in insufficiently bright exit signs, possibly preventing safe evacuation during an emergency, which could result in injury to occupants.</p> <p>For the reasons described above, this AD requires the replacement of the affected Tritium powered exit signs. Depending on the aeroplane configuration, the replacement exit signs must be either photo-luminescent or Tritium powered. In addition, this AD introduces a life limit for the Tritium signs and requires repetitive maintenance tasks for the photo-luminescent signs.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously.</p> <ol style="list-style-type: none"> (1) Within 6 months after the effective date of this AD, accomplish the following actions concurrently, as applicable to aeroplane configuration: <ol style="list-style-type: none"> (1.1) Replace existing Tritium powered exit signs with photo-luminescent exit signs in accordance with the Accomplishment Instructions of Fokker Services SBF27-11-006. (1.2) For aeroplanes equipped with a forward cargo compartment, which have Tritium powered exit signs installed above the small cargo door, the flight crew door and the large cargo door, replace these exit signs with new Tritium powered exit signs in accordance with the Accomplishment Instructions of Fokker Services SBF27-11-006. (2) Within 50 flight hours (FH) or 1 month, whichever occurs first after modification of an aeroplane as required by paragraph (1.1) of this AD, and thereafter at intervals not to exceed 50 FH or 1 month, whichever occurs first, clean, inspect and, depending on findings, replace each photo-luminescent exit sign in accordance with the instructions of Maintenance Task 335000-3101-002, as specified in Attachment A of Fokker Services SBF27-11-006. (3) Within 6 years after modification of an aeroplane as required by paragraph (1.2) of this AD, and thereafter at intervals not to exceed 6 years, replace each Tritium powered exit sign in accordance with the instructions of Maintenance Task 335000-3101-001, as specified in Attachment A of Fokker Services SBF27-11-006. (4) Compliance with the requirements of paragraphs (2) and (3) of this AD, as applicable, can be demonstrated by: <ol style="list-style-type: none"> (4.1) Revising as follows the approved aircraft maintenance programme on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane: As applicable to aeroplane configuration, incorporate the instructions of Maintenance Task 335000-3101-001 and/or Maintenance Task 335000-3101-002 as specified in Attachment A of Fokker Services SBF27-11-006, and (4.2) Complying with the approved aircraft maintenance programme described in paragraph (4.1) of this AD.
Ref. Publications:	<p>Fokker Services SBF27-11-006 dated 20 July 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 06 November 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL, Hoofddorp, The Netherlands; telephone +31-88-6280-350; facsimile +31-88-6280-111; e-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.