



Airworthiness Directive

AD No.: 2018-0122

Issued: 04 June 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

FOKKER SERVICES B.V.

Type/Model designation(s):

F28 aeroplanes

Effective Date: 18 June 2018

TCDS Number(s): EASA.A.037

Foreign AD: Not applicable

Supersedure: None

ATA 11 – Placards and Markings – Auxiliary Power Unit Air Intake – Introduction

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Fokker Services Service Bulletin (SB) SBF100-11-028.

Reason:

Occurrences have been reported on Fokker 70 and Fokker 100 aeroplanes of uncontained auxiliary power unit (APU) turbine rotor rim failure during de-/anti-icing. The investigation results of these events have shown that these failures were caused by uncontrolled APU overspeed, due to ingestion of de-/anti-icing fluid through the APU air inlet, located in proximity to the dorsal fin.

This condition, if not corrected, could lead to further cases of ingestion of de-/anti-icing fluid into the APU air intake, with consequent APU turbine rotor overspeed and rotor rim failure, possibly resulting in debris release, damage to the aeroplane and injury to occupants.



To address this potential unsafe condition, Fokker Services issued the SB, providing instructions to install markings and add text near the APU air intake so that appropriate visual clues are provided to a ground operator performing a de-/anti-icing operation.

For the reason described above, this AD requires the introduction of the markings and text as described in the SB.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Modification:

- (1) Within 12 months after the effective date of this AD, modify the aeroplane by installing markings around the APU air intake and text "DO NOT SPRAY" on the dorsal fin near the APU air intake in accordance with the instructions of the SB.

Exemption(s):

- (2) For affected aeroplanes that are operated in an environment where ground-icing conditions, as defined in the applicable Aircraft Flight Manual, can be completely excluded over the full calendar year and the affected operator's entire operating network, the operator may apply to the local (State of Registry) authority to obtain an exemption from the requirements of this AD.

Ref. Publications:

Fokker Services SBF100-11-028 original issue date 17 April 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 03 May 2018 as PAD 18-065 for consultation until 31 May 2018. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. 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 1357, 2130 EL, Hoofddorp, The Netherlands, Telephone +31-88-6280-350, Fax +31-88-6280-111, E-mail: technicalservices@fokker.com.
The referenced publication can be downloaded from www.myfokkerfleet.com.

