


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0024</p> <p>Date: 19 February 2015</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 EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 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>Design Approval Holder's Name: FOKKER SERVICES B.V.</p>	<p>Type/Model designation(s): F28 aeroplanes</p>	
<p>TCDS Number: EASA.A.037</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
<p>ATA 53</p>	<p>Fuselage – Skin Connection Angle and Pressure Bulkhead – Inspection</p>	
<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>Service experience with the Fokker 100 type design has shown that cracking can occur in the pressure bulkhead webplate and skin connection angle on the right hand (RH) side at station 14911 (station 12447 for F28 Mark 0070) at stringer 67 of fuselage section 2, before reaching the existing threshold for inspection per ALS task 533016-00-03 (F28 Mark 0100) or task 533016-01-03 (F28 Mark 0070). Any cracks in this area are not visible from the outside (covered by fairing) until they reach a critical length.</p> <p>This condition, if not detected and corrected, could lead to sudden in-flight decompression of the aeroplane, possibly resulting in injury to occupants.</p> <p>To address this potential unsafe condition, Fokker Services published Service Bulletin (SB) SBF100-53-128, which provides inspection instructions to detect any crack in the affected area.</p> <p>For the reasons described above, this AD requires a one-time inspection of the affected pressure bulkhead webplate and skin connection angle, and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>This AD is considered to be an interim action and further AD action may follow, possibly to lower the current ALS task threshold, if justified by the inspection results.</p>	
<p>Effective Date: 05 March 2015</p>		

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as specified in Table 1 of this AD, as applicable, inspect the pressure bulkhead webplate and skin connection angle on the RH side at station 14911 (for F28 Mark 0100), or station 12447 (for F28 Mark 0070) at stringer 67 of fuselage section 2, in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-128.</p> <p style="text-align: center;">Table 1 – Inspection</p> <table border="1" data-bbox="549 450 1461 712"> <thead> <tr> <th data-bbox="549 450 986 524">Flight cycles (FC) accumulated on the effective date of this AD</th> <th data-bbox="986 450 1461 524">Compliance Time</th> </tr> </thead> <tbody> <tr> <td data-bbox="549 524 986 633">Less than 40 000 FC (see Note)</td> <td data-bbox="986 524 1461 633">Before exceeding 40 750 FC, or within 2 000 FC, whichever occurs first after the effective date of this AD</td> </tr> <tr> <td data-bbox="549 633 986 712">40 000 FC or more</td> <td data-bbox="986 633 1461 712">Within 750 FC after the effective date of this AD</td> </tr> </tbody> </table> <p>Note: This AD does not require action for aeroplanes that, on the effective date of this AD, have accumulated less than 30 000 FC.</p> <p>(2) If, during the inspection as required by paragraph (1) of this AD, any crack is found in the skin connection angle, but none in the pressure bulkhead webplate, within 4 000 FC after crack detection, repair the skin connection angle in accordance with the instructions of Fokker Services SBF100-53-129.</p> <p>(3) If, during the inspection as required by paragraph (1) of this AD, any crack is found in the pressure bulkhead webplate which does not reach the vertical stiffener (BL800R), before next flight, stop-drill the crack, and, within 2 000 FC after crack detection, re-inspect the area in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-128.</p> <p>(4) If, during the inspection as required by paragraph (3) of this AD, no crack growth is found beyond the stop drill hole, within 4 000 FC after crack detection, repair the pressure bulkhead webplate in accordance with approved repair instructions provided by Fokker Services SBF100-53-129.</p> <p>(5) If, during the inspection as required by paragraph (3) of this AD, any crack growth is found beyond the stop drill hole, before next flight, repair the pressure bulkhead webplate in accordance with the instructions of Fokker Services SBF100-53-129, or contact Fokker Services for approved repair instructions and, within the compliance time(s) specified in those instructions, accomplish the repair accordingly.</p> <p>(6) If, during the inspection as required by paragraph (1) of this AD, any crack is found in the pressure bulkhead webplate which reaches the vertical stiffener (BL800R), before next flight, repair the pressure bulkhead webplate in accordance with the instructions of Fokker Services SBF100-53-129, or contact Fokker Services for approved repair instructions and, within the compliance time(s) specified in those instructions, accomplish the repair accordingly.</p> <p>(7) Within 30 days after the inspection as required by paragraph (1) of this AD, report the results (including no findings) to Fokker Services in accordance with the instructions of Fokker Services SBF100-53-128.</p>	Flight cycles (FC) accumulated on the effective date of this AD	Compliance Time	Less than 40 000 FC (see Note)	Before exceeding 40 750 FC, or within 2 000 FC, whichever occurs first after the effective date of this AD	40 000 FC or more	Within 750 FC after the effective date of this AD
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<p>Ref. Publications:</p>	<p>Fokker Services SBF100-53-128 original issue dated 12 November 2014.</p> <p>Fokker Services SBF100-53-129 original issue dated 16 February 2015.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>More information on this subject can be found in Fokker Services All Operators Message AOF100.193 and AOF100.193#02.</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 posted on 10 December 2014 as PAD 14-171 for consultation until 07 January 2015. No comments were received during the consultation period.3. Enquiries regarding this AD should be referred to the Safety Information 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 1357, 2130 EL, Hoofddorp, The Netherlands; Telephone +31-88-6280-350; Fax +31-88-6280-111; E-mail: technicalservices@fokker.com. The referenced publications can be downloaded from www.myfokkerfleet.com.
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