


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2015-0091</p> <p>Date: 26 May 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>
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None
ATA 27	Flight Controls – Elevator Tension Control Regulator – Inspection
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.
Reason:	<p>During the accomplishment of the taxi-out checklist on an F28 Mark 0100 aeroplane, the flight crew noticed that the elevator movement was partially obstructed. The subsequent investigation revealed that this was due to rotation of the flight control lock adjuster bracket, which had come loose from the elevator tension control regulator. Two of the three attachment bolts were found broken, and two nuts were missing. Although no root cause could be identified for the absence of these nuts, they are considered as the main contributor to the occurrence.</p> <p>This condition, if not detected and corrected, could lead to jamming of the elevator mechanism, possibly resulting in reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, Fokker Services published Service Bulletin (SB) SBF100-27-095 which provides instructions to detect and correct any discrepancies, and to re-install missing or broken parts (if any).</p> <p>For the reasons described above, this AD requires a one-time inspection of the elevator tension control regulator and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>More information on this subject can be found in Fokker Services All Operators Message AOF100.198.</p>
Effective Date:	09 June 2015

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) At the next scheduled opening of access panels 346AB or 346BL after the effective date of this AD, but no later than 5 000 flight hours after the effective date of this AD, inspect the elevator tension control regulator in accordance with the Accomplishment Instructions of Fokker Services SBF100-27-095. (2) If, during the inspection as required by paragraph (1) of this AD, the flight control lock adjuster bracket is found loose, or any bracket attachment bolt is found broken, or any nut is missing, before next flight, accomplish the applicable corrective action(s) in accordance with the Accomplishment Instructions of Fokker Services SBF100-27-095. (3) Within 30 days after finding any discrepancy during the inspection as required by paragraph (1) of this AD, report the findings to Fokker Services B.V., address details in the Remarks section of this AD.
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-27-095 original issue dated 22 April 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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 23 April 2015 as PAD 15-048 for consultation until 21 May 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; facsimile +31-88-6280-111; E-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.