


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0113</p> <p>Date: 22 June 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 57</p>	<p>Wings – Rear Spar Lower Girder – Inspection / Modification</p>	
<p>Manufacturer(s):</p>	<p>Fokker Aircraft B.V.</p>	
<p>Applicability:</p>	<p>F28 Mark 0100 and Mark 0070 aeroplanes, all serial numbers.</p>	
<p>Reason:</p>	<p>On an F28 Mark 0070 aeroplane, heavy corrosion was found on the wing rear spar lower girder. At small spots the effective thickness of the vertical flange of the lower girder was almost lost. Subsequently, a number of inspections were accomplished on other aeroplanes to provide additional information on possible corrosion in this area. Because the rear spar lower girder between Wing Stations (WSTA) 9270 and 11794 is hidden from view by the inboard and outboard aileron balancing plates, it is possible that corrosion in this area remains undetected during the zonal inspections in zone 536 and 636 (MRB tasks 062505-00-01 and 062605-00-01). The heavy corrosion was not only found in the area between WSTA 9270 and 11794, but also in the area where the rear spar lower girder is directly visible.</p> <p>This condition, if not detected and corrected, reduces the load carrying capability of the wing, possibly resulting in structural failure and loss of the aeroplane.</p> <p>To address this potential unsafe condition, Fokker Services issued Service Bulletin (SB) SBF100-57-049 to provide instructions to detect and remove corrosion and to modify the wing trailing edge lower skin panels into access panels. SBF100-57-050 was issued to provide repair instructions.</p> <p>For the reasons described above, this AD requires inspections of the affected areas and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires modification of the wing trailing edge lower skin panels into access panels, and reporting of the results of the inspections to Fokker Services.</p>	

	More information on this subject can be found in Fokker Services All Operators Message AOF100.197.
Effective Date:	06 July 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 1 000 flight cycles (FC) or 12 months, whichever occurs first after the effective date of this AD, accomplish a one-time inspection of the wing rear spar lower girder area from WSTA 9270 to 11794 and modify the wing trailing edge lower skin panels into access panels, in accordance with Part 1 of the Accomplishment Instructions of Fokker Services SBF100-57-049. (2) Within 2 000 FC or 24 months, whichever occurs first after the effective date of this AD, accomplish a one-time inspection of the wing rear spar lower girder area from WSTA 2635 to 8700 and WSTA 11794 to 12975 in accordance with Part 2 of the Accomplishment Instructions of Fokker Services SBF100-57-049. (3) If, during an inspection as required by paragraph (1) or (2) of this AD, as applicable, corrosion is found, before next flight, remove the corrosion and determine the remaining thickness at the damaged spots in accordance with the Accomplishment Instructions of Fokker Services SBF100-57-049. (4) If the remaining thickness at the damaged spots, determined as required by paragraph (3) of this AD, is not allowable, before next flight, accomplish the corrective actions as defined in paragraph (4.1) or (4.2) of this AD, as applicable. <ol style="list-style-type: none"> (4.1) Contact Fokker Services for evaluation of the remaining thickness and to obtain additional repair instructions, and accomplish those instructions accordingly. (4.2) Accomplish a repair in accordance with the instructions of Fokker Services SBF100-57-050, only applicable for corrosion damage found outboard of WSTA 8200. (5) If, during an inspection as required by paragraph (1) or (2) of this AD, only damage to the surface protection is found, or if the remaining thickness at the damaged spots, determined as required by paragraph (3) of this AD, is allowable, restore the surface protection in accordance with the Accomplishment Instructions of, and within the compliance time specified in, Fokker Services SBF100-57-049. (6) Within 30 days after an inspection as required by paragraph (1) or (2) of this AD, report the results, including no findings, to Fokker Services in accordance with the Accomplishment Instructions of Fokker Services SBF100-57-049.
Ref. Publications:	<p>Fokker Services SBF100-57-049 original issue dated 24 March 2015.</p> <p>Fokker Services SBF100-57-050 original issue dated 23 April 2015.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</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 13 April 2015 as PAD 15-040 for consultation until 11 May 2015 and republished on 03 June 2015 as PAD 15-040R1 for additional consultation until 17 June 2015. 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, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.

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| | <p>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 publication can be downloaded from www.myfokkerfleet.com.</p> |
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