



## Airworthiness Directive

**AD No.:** 2016-0029R1

**Issued:** 17 November 2016

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:** Revision 1: 17 November 2016  
Original issue: 08 March 2016

**TCDS Number(s):** EASA.A.037

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2016-0029 dated 23 February 2016.

### ATA 53 – Fuselage – Upper Fuselage Skin External Doublers at TCAS Antenna Position – Inspection

**Manufacturer(s):**

Fokker Aircraft B.V.

**Applicability:**

F28 Mark 0100 aeroplanes, serial number (s/n) 11244 to s/n 11407 inclusive.

**Reason:**

A complementary fatigue and damage tolerance analysis was accomplished by the design approval holder on the traffic collision avoidance system (TCAS) antenna installation on the top of the fuselage between station (STA) 6805 and STA7305. Based on the results, it was determined that for the affected area, the current 58 000 flight cycles (FC) threshold of Airworthiness Limitations Section (ALS) inspection task 533001-00-20 and 533028-00-20 (special detailed inspection of longitudinal lap joints) is insufficient to timely detect possible crack development.

This condition, if not detected and corrected, could affect the structural integrity of the fuselage in this area.

To address this potential unsafe condition, Fokker Services published Service Bulletin (SB) SBF100-53-130 to provide inspection instructions.



Consequently, EASA issued AD 2016-0029 to require a one-time inspection of the fuselage skin around the largest TCAS antenna external doubler and of the longitudinal lap joint at stringer (STR) 37 between fuselage STA6805 and STA7305.

Since that AD was issued, it was discovered that another ALS inspection task, 533028-00-20, is also related to this subject. This AD is revised to clarify that the inspection threshold of both ALS inspection tasks has been re-assessed. It is expected that a repetitive inspection task will be included in the ALS, which will cover only the area close to the TCAS antenna installation. For the remainder of the affected lap joint, no change is anticipated and this will therefore continue to be inspected in accordance with the existing ALS tasks.

This AD is still considered to be an interim action and further AD action may follow. More information on this subject can be found in Fokker Services All Operators Message AOF100.199#02.

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

Required as indicated, unless accomplished previously:

#### **One-time Inspection:**

- (1) Within the compliance time specified in Table 1 of this AD, as applicable, inspect the fuselage skin around the largest TCAS antenna external doubler and of the longitudinal lap joint at STR37 between fuselage STA6805 and STA7305 in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-130.

Table 1 – Inspection Threshold

<b>FC Accumulated</b> (see Note)	<b>Compliance Time</b> (after 08 March 2016, the effective date of the original issue of this AD)
45 000 FC or more	Within 750 FC
40 000 FC or more, but less than 45 000 FC	Within 1 500 FC

Note: The FC indicated in column 1 of Table 1 of this AD are those accumulated by the aeroplane since its first flight, on 08 March 2016, the effective date of the original issue of this AD.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any crack is found, before next flight, contact Fokker Services for approved repair instructions and accomplish those instructions accordingly.

#### **Ref. Publications:**

Fokker Services SBF100-53-130 original issue dated 01 December 2015, including SB Change Notification (SBCN) SBF100-53-130/REV-/01 dated 24 March 2016.

The use of later approved revisions or SBCN of this 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. The original issue of this AD was posted on 19 January 2016 as PAD 16-003 for consultation until 16 February 2016. 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](mailto: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](mailto:technicalservices@fokker.com).  
The referenced publication can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

