



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-086

Issued: 23 May 2019

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

FOKKER SERVICES B.V.

Type/Model designation(s):

F27 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.036

Foreign AD: Not applicable

Supersedure: None

ATA 55 – Stabilizers – Horizontal Stabilizer Rear Spar Attachment Angles – Inspection

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes, all serial numbers.

Definitions:

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

The SB: Fokker Services Service Bulletin (SB) SBF50-55-015.

Reason:

An occurrence was reported where, during scheduled maintenance, severe corrosion was detected on one of the four horizontal stabilizer rear spar attachment angles of a Fokker F27 Mk 050 aeroplane. Further checks revealed another similar corrosion case, on an aeroplane in storage.



This condition, if not detected and corrected, reduces the load carrying capability of the horizontal stabilizer, especially the transfer of the elevator loads, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Fokker Services published the SB to provide instructions to detect and remove corrosion.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the horizontal stabilizer attachment angles and, depending on findings, repair or replacement. This AD also requires reporting of the inspection results to Fokker Services.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 12 months after the effective date of this AD, accomplish a DET of the horizontal stabilizer attachment angles in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the DET as required by paragraph (1) of this AD, corrosion or other signs of damage are found, before next flight, replace the affected angle(s) with new part(s) in accordance with the instructions of the SB, or contact Fokker Services for approved repair instructions and accomplish those instructions accordingly.

Reporting:

- (3) Within 30 days after the inspection as required by paragraph (1) of this AD, report the inspection results (including no findings) to Fokker Services.

Parts Installation:

- (4) From the effective date of this AD, it is allowed to install on any aeroplane a horizontal stabilizer rear spar attachment angle, provided the part is new, or, before installation, has passed (no corrosion or other damage detected) a DET in accordance with the instructions of the SB.

Ref. Publications:

Fokker Services SBF50-55-015 original issue dated 22 May 2019.

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

Remarks:

1. This Proposed AD will be closed for consultation on 20 June 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, 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.

