



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-202

Issued: 18 December 2020

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):

F28 aeroplanes

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

TCDS Number(s): EASA.A.037

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Outer Wing Lower Skin – Inspection

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.

Definitions:

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

The SB: Fokker Services Service Bulletin (SB) SBF100-57-053.

Reason:

An occurrence was reported on a Fokker F28 Mark 0070 where corrosion was found on the horizontal flange of the front-spar lower-boom, between the rebate strap and the lower boom. This had resulted in bulging of the left-hand (LH) outer wing lower skin at the front spar at wing station 10550 (zone 514). The affected aeroplane had accumulated 43 735 flight cycles and 40 853 flight hours and was 25 years old when the corrosion was found. The front spar lower boom is part of the wing torsion box.



This condition, if not corrected, could lead to reduced structural integrity of the wing torsion box structure.

To address this potential unsafe condition, Fokker Services issued the SB, providing inspection instructions.

For the reason described above, this AD requires a detailed visual inspection (DET) for bulging and for loose and/or missing countersunk fastener heads at the LH and right-hand (RH) outer-wing lower skin at the front-spar between wing stations (WSTA) 10110 and 11190 and, depending on findings, accomplishment of an additional DET for corrosion and repair application. This AD also requires reporting inspection results.

This AD is considered 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 3 months after the effective date of this AD, accomplish a DET to detect bulging and loose and/or missing countersunk fastener heads at the LH and RH outer-wing lower skin at the front-spar between WSTA 10110 and 11190, in accordance with the instructions of the SB.
- (2) If, during the DET as required by paragraph (1) of this AD, bulging of more than 0.5 mm and/or missing countersunk fastener heads are found, before next flight or within 3 months after the DET as required by paragraph (1) of this AD, as applicable, depending on findings (see criteria in the SB), accomplish an additional DET of the front-spar lower-boom and rebate strap to detect corrosion damage, in accordance with the instructions of the SB.

Corrective Action(s):

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

Reporting:

- (4) Within 30 days after each DET as required by paragraph (1) or (2) of this AD, as applicable, report the inspection results (including no findings) to Fokker Services. This can be accomplished in accordance with the instructions of the SB.

Ref. Publications:

Fokker Services SBF100-57-053 dated 17 December 2020.

Remarks:

1. This Proposed AD will be closed for consultation on 01 January 2021.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
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 AOG-desk +31-88-6280-888, E-mail: technicalservices@fokker.com.
The referenced publication can be downloaded from www.myfokkerfleet.com.

