



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-037

Issued: 23 March 2023

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 53 – Fuselage – Skin Lap Joints – Inspection

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F27 Mark 050 aeroplanes, serial numbers 20103 to 20335 inclusive.

Definitions:

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

The SB: Fokker Services Service Bulletin (SB) SBF50-53-063.

Affected aeroplane: Each aeroplane which, on the effective date of this AD, has accumulated or exceeded 40 000 flight cycles (FC).

Reason:

An occurrence was reported where, during inspection of an F27 Mark 050 aeroplane in accordance with Airworthiness Limitation Section (ALS) Part 2 task 531000-00-24, damage was found at multiple sites on the lap join outer skin at stringer (STR) 117, left-hand (LH) side, between fuselage station (STA) 6225 and STA6675.



This condition, if not detected and corrected, could lead to reduced structural integrity of the fuselage.

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

For the reason described above, this AD requires, only for affected aeroplanes, as defined in this AD, a one-time special detailed inspection (SDI) of the extended lap joint skin, between STA4550 and STA6675, at STR117 LH side and STR141 right-hand (RH) side. 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) For each affected aeroplane: Within 500 FC or 6 months, whichever occurs first after the effective date of this AD, accomplish an SDI of the extended lap joint skin between fuselage STA4550 and STA6675 at STR117 (LH side) and STR141 (RH side) in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the SDI as required by paragraph (1) of this AD, discrepancies (as identified in the SB) are detected, before next flight, contact Fokker Services for approved repair instructions and accomplish those instructions accordingly.

Reporting:

- (3) Within 30 days after the SDI as required by paragraph (1) of this AD, or within 30 days after the effective date of this AD, whichever occurs later, report the inspection results (including no findings) to Fokker Services. This can be done in accordance with the instructions of the SB.

Ref. Publications:

Fokker Services SBF50-53-063 original issue dated 14 March 2023.

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 April 2023.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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 +31-88-6280-350, Fax +31-88-6280-111, E-mail: technicalservices@fokker.com.
The referenced publication can be downloaded from www.myfokkerfleet.com.

