



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-092

Issued: 07 August 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: This AD supersedes EASA AD 2020-0184 dated 18 August 2020.

ATA 05 – Time Limits / Maintenance Checks – ALS Part 2 – Airworthiness Limitations Items and Safe Life Items – Implementation

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 ALS: Fokker 50/60 Instructions for Continued Airworthiness, Airworthiness Limitations Section (ALS) Part 2, Fokker Services Report SE-622 issue 15.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aeroplane. For aeroplanes operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



New and/or more restrictive tasks and limitations: This includes all tasks and limitations that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS revision that is currently incorporated in the AMP.

Reason:

Fokker Services Engineering Report SE-622 contains the Airworthiness Limitation Items (ALIs) and Safe Life Items (SLIs) for Fokker F27 Mark 050, 0502 and Mark 0604 aeroplanes. This report is Part 2 of the ALS of the Instructions for Continued Airworthiness, referred to in Section 06, Appendix 1, of the Fokker 50/60 Maintenance Review Board document.

The complete ALS consists of:

Part 1 - Report SE-525, Certification Maintenance Requirements (CMRs) : [EASA AD 2014-0223R1](#),
 Part 2 - Report SE-622, ALIs and SLIs: [EASA AD 2020-0184](#), and
 Part 3 - Report SE-671, Fuel ALIs and CDCCLs: [EASA AD 2015-0031](#).

The instructions contained in those reports have been identified as mandatory actions for continued airworthiness. Failure to accomplish these actions could result in an unsafe condition.

EASA previously issued AD 2020-0184, requiring the actions described in all ALS Part 2, Report SE-622 at issue 14.

Since that AD was issued, Fokker Services published issue 15 of Report SE-622, containing new and/or more restrictive maintenance tasks.

For the reason described above, this AD retains the requirements from EASA AD 2020-0184, and requires implementation of the maintenance actions as specified in the ALS, as defined in this AD.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration:
 - (1.1) Replace each SLI part before exceeding the applicable retirement life limit; and
 - (1.2) Within the thresholds and intervals, accomplish all applicable structural ALI tasks.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable maintenance procedures for corrective action in accordance with the approved Fokker Services maintenance documentation. If a detected discrepancy cannot be corrected using instructions from existing Fokker Services maintenance documentation, before next flight, contact Fokker Services for approved instructions and accomplish those instructions accordingly.



AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the AMP by incorporating the tasks and associated thresholds and intervals, or retirement life limitations, as described in ALS Part 2, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and associated thresholds and intervals, or retirement life limitations, as specified in a previous issue of Fokker Services Report SE-622, the new and/or more restrictive tasks and limitations, as defined in this AD, as applicable to aeroplane model and depending on aeroplane configuration, must be incorporated into the AMP to comply with paragraph (3) of this AD.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the applicable new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times as specified in paragraph 'Compliance times' of the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and associated thresholds and intervals, or retirement life limitations, as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Fokker 50/60 Instructions for Continued Airworthiness, ALS Part 2, Fokker Services Report SE-622 issue 15, dated 06 July 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 04 September 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@fokkerservices.com.
The referenced publication can be downloaded from www.myfokkerfleet.com.

