



Nr. **NL-2005-006**

Distribution : **L**

Caution

This Airworthiness Directive is issued by the Minister of Transport, Public Works and Water Management in accordance with the Aviation Act 2001 (Wet Luchtvaart), Article 3.22. Airworthiness Directives affect aviation safety. These are regulations which require immediate attention. No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements thereof, unless otherwise agreed with the Authority of the State of Registry (EC2042/2003, M.A.201 & M.A.303).

Issue Date : April 29, 2005

Type Certificate Holder :

FOKKER SERVICES B.V.

(formerly Fokker Aircraft B.V.)

F.28 Mk.0070 and Mk.0100

CAA-NL Type Certificate Nr.

T-100-87

THIS AIRWORTHINESS DIRECTIVE IS PUBLISHED BY THE CAA-NL :

- acting for and on behalf of the European Aviation Safety Agency (EASA), as Airworthiness Authority (ICAO Annex 8) of the State of Design for the affected product(s) with reference to 21A.3B (a) and (b); and
- has been approved under EASA reference Number 2005-3872 dated April 29, 2005.

Correction dated May 23, 2005

Supersedure : Not Applicable

Subject : WINGS - REAR SPAR LOWER GIRDER BETWEEN STA.8700 & STA.9200 - INSPECTION

Applicability : Fokker Aircraft B.V. F.28 Mk.0070 and Mk.0100 aircraft, all serial numbers.

Reason :

The CAA Netherlands has received reports that on several Fokker 100 (F.28 Mk.0100) aircraft, corrosion was found of the wing rear spar lower girder between wing station (STA) 8700 and wing STA.9200. After removal of the aileron pulley assembly, exfoliation corrosion was discovered to be present on the rear spar lower girder. In at least one case, replacement of a section of the rear spar lower girder was necessary to return the aircraft to service. This particular part of the wing is only visible through a narrow slot between the aileron pulley assembly and the rear spar and through small lightening holes in the aileron pulley attachment bracket. For this reason, it is possible that any corrosion in this area remains undetected during routine inspections of fuselage zones 536 and 636 in accordance with Fokker 70/100 Maintenance Review Board (MRB) Document, Task Numbers 062505-00-01 and 062605-00-01. This condition, if not corrected, could result in corrosion remaining undetected, leading to a deterioration of structural strength of the wing rear spar. Since an unsafe condition has been identified that may exist or develop on aircraft of this type design, this Airworthiness Directive requires a one-time inspection to detect corrosion on the wing rear spar lower girder, the reporting of all findings to Fokker Services and repair, as necessary. CAA Netherlands considers this to be an interim action only. Based upon the reported findings, the inspection requirements as present in the MRB Document will be reviewed and amended, as necessary.

Effective date : July 15, 2005

Mandatory Actions and Compliance Times : Required as indicated, unless accomplished previously.

(a) At the next convenient (scheduled or unscheduled) maintenance check within 4,000 flight hours after the effective date of this directive, but not later than April 15, 2007, inspect the wing rear spar lower girder between wing STA.8700 and STA.9200 in accordance with Part 1 of Section 3 Accomplishment Instructions of Fokker Services SBF100-57-038 dated April 15, 2005 or a later CAA-NL approved revision;

(b) When corrosion is found, before next flight, remove the corrosion in accordance with Part 2 of Section 3 Accomplishment Instructions of Fokker Services SBF100-57-038 dated April 15, 2005 or a later CAA-NL approved revision, measure the damage and, if damage limits are not exceeded, the aircraft may be returned to service after restoration of the surface protection;

(c) If the damage limits are exceeded, before next flight, contact Fokker Services and repair in accordance with the repair advice as provided by Fokker Services.

(d) Irrespective of the results, within 7 days after the inspection, report all findings to Fokker Services, address indicated in the "Remarks"-section of this directive.

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Reference Publication(s) :

Fokker Services SBF100-57-038

Fokker 70/100 Maintenance Review Board (MRB) Document

Remarks :

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **Fokker Services B.V., Technical Services Dept., P.O.Box 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone (31) 252-627-350; facsimile (31) 252-627-211; e-mail technicalservices.fokkerservices@stork.com or can be downloaded from www.myfokkerfleet.com.**
- Compliance with this directive must be recorded in the proper Aircraft Log Book(s).
- Where applicable, the requirements of this directive must be integrated into the aircraft's Maintenance Schedule.

Address inquiries concerning this AD to : Civil Aviation Authority, Aircraft Division, Section C&D, P.O. Box 575, 2130 AN Hoofddorp, The Netherlands; telephone +31-23-566-3155; facsimile +31-23-566-3006; e-mail Info.Register@ivw.nl.