


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0064</p> <p>Date: 07 April 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name :</p> <p>Fokker Services B.V.</p>		<p>Type/Model designation(s) :</p> <p>F27 Mark 050 aeroplanes</p>
TCDS Number :	EASA.A.036	
Foreign AD :	Not applicable	
Supersedure :	None	
ATA 53		
Fuselage – Rear Fuselage Lap Joint – Inspection / Repair		
Manufacturer(s):	Fokker Aircraft B.V.	
Applicability:	F27 Mark 050 aeroplanes, serial numbers 20103 thru 20252, 20254 thru 20267, 20270 thru 20279, 20281, 20283 thru 20286, 20288 thru 20317, 20328, 20331, 20333 and 20335, except those that have already been modified in accordance with Fokker Services Service Bulletin (SB) SBF50-53-062.	
Reason:	<p>One operator reported a clearly visible crack in a fuselage lap joint, just forward of the ice protection plate in the forward fuselage. During a subsequent review of fatigue lives of lap joints in general, a critical location was found at a skin cut-out for a water service panel in the rear fuselage. Analysis by Fokker Services shows that at this specific location, due to the high local loads, cracks can occur from about 47 000 flight cycles (FC) in the inner skin. The outer skin will cover a crack in the inner skin and a crack will therefore not be visible.</p> <p>This condition, if not detected and corrected, can result in an exponential crack growth rate, possibly leading to failure of the lap joint over a certain length and consequent in-flight decompression of the aeroplane.</p> <p>For the reasons described above, this AD requires a one-time low-frequency eddy current inspection of the lap joint for cracks and, depending on findings, repair of the lap-joint. This AD also requires sending an inspection report (even when no cracks are found) to the TC holder to confirm the selected inspection threshold for aeroplanes that have not yet accumulated 45 000 FC, as well as the inspection interval. The repetitive inspection task will be introduced in a future revision of the Fokker 50/60 Maintenance Review Board (MRB) Document.</p> <p>Repair of the lap joint constitutes terminating action for the repetitive</p>	

	inspections. In addition, the terminating action can also be applied before the initial inspection is required, thereby preventing the need for inspection altogether.								
Effective Date:	21 April 2011								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously.</p> <p>(1) Within the compliance time indicated in Table 1 of this AD, as applicable, inspect the rear fuselage lap joint in accordance with the Accomplishment Instructions of Fokker Services SBF50-53-061.</p> <p style="text-align: center;">Table 1</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>FC accumulated on the effective date of this AD:</th> <th>Compliance time:</th> </tr> </thead> <tbody> <tr> <td>47 000 FC or more</td> <td>within 3 months after the effective date of this AD</td> </tr> <tr> <td>more than 46 000 FC but less than 47 000 FC</td> <td>within 6 months after the effective date of this AD</td> </tr> <tr> <td>more than 45 000 FC but less than 46 000 FC</td> <td>within 12 months after the effective date of this AD</td> </tr> </tbody> </table> <p>(2) If, during the inspection as required by paragraph (1) of this AD, cracks are found, before next flight, repair the lap joint in accordance with the Accomplishment Instructions of Fokker Services SB SBF50-53-062.</p> <p>(3) Within 30 days after the inspection as required by paragraph (1) of this AD, submit the reporting form (even when no cracks are found) to Fokker Services, in accordance with the instructions of Figure 6 of Fokker Services SBF50-53-061.</p> <p>(4) Modification of an aeroplane in accordance with the instructions of Fokker Services SBF50-53-062, provided this is accomplished within the inspection compliance time as specified in Table 1 of this AD, as applicable, eliminates the need to accomplish the inspection as required by paragraph (1) of this AD.</p>	FC accumulated on the effective date of this AD:	Compliance time:	47 000 FC or more	within 3 months after the effective date of this AD	more than 46 000 FC but less than 47 000 FC	within 6 months after the effective date of this AD	more than 45 000 FC but less than 46 000 FC	within 12 months after the effective date of this AD
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Ref. Publications:	<p>Fokker Services SBF50-53-061 dated 13 January 2011.</p> <p>Fokker Services SBF50-53-062 dated 13 January 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>								
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 04 March 2011 as PAD 11-028 for consultation until 01 April 2011. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical aspects of the requirements in this AD, please contact: 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@fokker.com The referenced publication can be downloaded from www.myfokkerfleet.com 								