

EASA	AIRWORTHINESS DIRECTIVE	
	<p><b>AD No.: 2011-0115</b></p> <p><b>Date: 17 June 2011</b></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><b>Type Approval Holder's Name :</b> Fokker Services B.V.</p>	<p><b>Type/Model designation(s) :</b> F28 Mark 0070 and Mark 0100 aeroplanes</p>	
<p>TCDS Number : EASA.A.037</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<p><b>ATA 53</b></p>	<p><b>Fuselage – Forward Fuselage – Inspection / Repair</b></p>	
<p>Manufacturer(s):</p>	<p>Fokker Aircraft B.V.</p>	
<p>Applicability:</p>	<p>F28 Mark 0070 and Mark 0100 aeroplanes, serial numbers 11268 through 11283, 11286, 11289, 11291, 11293, 11295, 11300, 11303, 11306, 11308, 11310, 11312 through 11314, 11316, 11318, 11321, 11323 through 11335, 11337, 11338, 11340, 11345, 11346, 11349, 11352 through 11361, 11365 through 11370, 11372, 11373, 11376 through 11380, 11387, 11388, 11391, 11392, 11395 through 11399, 11403 through 11408, 11411 through 11419, 11425 through 11428, 11432, 11435, 11436, 11438, 11439, 11444 through 11450, 11456 through 11460, 11464 through 11469, 11475 through 11479, 11481 through 11506, 11509, 11511 and 11513 through 11585.</p>	
<p>Reason:</p>	<p>A report has been received of a crack, detected in a butt-joint on the forward fuselage of an F28 Mark 0100 aeroplane, underneath the passenger door.</p> <p>Investigations revealed that, depending on the configuration of the aeroplane, one or two butt-joints in the forward fuselage can be affected.</p> <p>This condition, if not detected and corrected, could lead to explosive decompression and consequent loss of the aeroplane.</p> <p>For the reasons described above, this AD requires repetitive inspections of the forward fuselage butt joints for cracks and, when a crack is detected, accomplishment of a temporary repair. This AD also requires reporting any cracks found to Fokker Services to enable the development of a modification and the determination of an interval for a repetitive inspection task, to be incorporated in the ALI section of the MRB document. This AD is considered to be an interim measure and further AD action is likely.</p>	
<p>Effective Date:</p>	<p>24 June 2011</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Before accumulating 20 000 flight cycles (FC), or within 180 FC after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 1 000 FC, inspect the forward fuselage butt-joints for cracks in accordance with the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF100-53-115.</li> <li>(2) As an alternative method to the inspections as required by paragraph (1) of this AD, it is acceptable to accomplish detailed visual inspections of the butt-joints from the inside of the fuselage. To gain access to the area from the inside, several components must be removed that will need to be reinstalled and tested after the inspection, in accordance with the procedures in the applicable Airplane Maintenance Manual.</li> </ol> <p><b>Note:</b> Fokker Services All Operators Message AOF100.174 provides additional information concerning the subject addressed by this AD.</p> <ol style="list-style-type: none"> <li>(3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, a crack is detected, before next flight, accomplish a temporary repair in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-115. A single ferry flight is allowed to bring the aeroplane to a location where the repair can be accomplished.</li> <li>(4) The temporary repair of a fuselage frame bay of an aeroplane in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-115, which can also be done when no cracks are found, constitutes terminating action for the repetitive inspections as required by paragraph (1) or (2) of this AD, as applicable, for the affected frame bay of that aeroplane.</li> <li>(5) Within 30 days after finding a crack during any inspection as required by paragraph (1) or (2) of this AD, as applicable, send a report to Fokker Services by using the Reporting Form (figure 10) of Fokker Services SBF100-53-115.</li> </ol>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-53-115 dated 16 June 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Inquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content 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: <a href="mailto:technicalservices.fokkerservices@fokker.com">technicalservices.fokkerservices@fokker.com</a>. The referenced publication can be downloaded from <a href="http://www.myfokkerfleet.com">www.myfokkerfleet.com</a></li> </ol>