


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2013-0028	
	Date: 08 February 2013	
<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 EU 748/2012, Part 21.A.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>		
Design Approval Holder's Name:	Type/Model designation(s):	
FOKKER SERVICES B.V.	F28 aeroplanes	
TCDS Number:	EASA.A.037	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes CAA Netherlands (CAA-NL) AD (BLA) 93-036/2 dated 31 August 1994.	
ATA 52	Doors – Cargo Door Hinges – Replacement	
Manufacturer(s):	Fokker Aircraft B.V.	
Applicability:	F28 Mark 0100 aeroplanes, serial numbers (s/n) as listed in Fokker Services Service Bulletin (SB) SBF100-52-043 Revision 1 dated 5 September 2012.	
Reason:	<p>Over the years, stress corrosion- and fatigue-induced cracks were found on the hinges of the downward opening small cargo doors installed on Fokker F28 Mark 0100 aeroplanes.</p> <p>To address the potential unsafe condition with respect to stress corrosion, CAA-NL issued AD (BLA) 93-036/2 to require repetitive inspections and, if cracks are found, replacement of the hinges with hinges of a new design. These new hinges were installed before delivery on aeroplanes with s/n 11409 and higher.</p> <p>To ensure the continued structural integrity with respect to fatigue, a repetitive inspection was included in the Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness.</p> <p>As part of the Widespread Fatigue Damage re-evaluation, it was concluded that the repetitive fatigue inspection in the ALS does not provide a sufficient level of protection against the fatigue-induced cracks.</p> <p>For the reasons described above, this AD retains the requirements of CAA-NL AD 93-036/2, which is superseded, and requires replacement of Part Number (P/N) A28410-405 and P/N A28410-407 hinges with modified P/N D28410-409 hinges.</p>	
Effective Date:	22 February 2013	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Re-statement of requirements of CAA-NL AD 93-036/2:</p> <ol style="list-style-type: none"> (1) Before accumulating 36 months since first flight of the aeroplane, or within 3 months, whichever occurs later after 07 September 1994 [the effective date of CAA-NL AD 93-036/2], accomplish a high-frequency eddy-current (HFEC) inspection of the fuselage-mounted half of P/N A28410-405 and P/N A28410-407 cargo door hinge assemblies in accordance with the instructions of Fokker Service Bulletin (SB) SBF100-52-048. (2) Thereafter, at intervals not to exceed 6 months, accomplish a HFEC inspection of the fuselage-mounted half of P/N A28410-405 and P/N A28410-407 cargo door hinge assemblies in accordance with the instructions of Fokker SBF100-52-055 (3) If, during any HFEC inspection as required by paragraph (1) or (2) of this AD, as applicable, a crack is detected, before next flight, except as provided in Section 2, Paragraph C <u>NOTE</u> of SBF100-52-055, replace the affected cargo door hinge assembly with a P/N D28410-409 cargo door hinge assembly. <p>New requirements of this AD:</p> <ol style="list-style-type: none"> (4) Before accumulating 45 000 flight cycles since first flight of the aeroplane, or before 14 July 2013, whichever occurs later, replace each P/N A28410-405 and P/N A28410-407 cargo door hinge assembly of the downward opening small cargo doors (forward, centre and rear cargo doors) with an improved P/N D28410-409 cargo door hinge assembly in accordance with the Instructions of Fokker Services SBF100-52-043. (5) Modification of an aeroplane, as required by paragraph (4) of this AD, constitutes terminating action for the repetitive inspections required by paragraph (2) of this AD for that aeroplane. (6) After modification of an aeroplane as required by paragraph (4) of this AD, do not install any P/N A28410-405 or P/N A28410-407 cargo door hinge assembly on that aeroplane.
<p>Ref. Publications:</p>	<p>Fokker SBF100-52-048 dated 05 March 1993.</p> <p>Fokker SBF100-52-055 dated 20 July 1994.</p> <p>Fokker SBF100-52-043 dated 12 June 1995, or Fokker Services SBF100-52-043 Revision 1, dated 05 September 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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 07 January 2013 as PAD 13-003 for consultation until 04 February 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 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 1357, 2130 EL, Hoofddorp, The Netherlands; telephone +31-88-6280-350; facsimile +31-88-6280-111; e-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.