

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0102</p> <p>Date: 02 May 2013</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 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>	
<p>Design Approval Holder's Name:</p> <p>FOKKER SERVICES B.V.</p>	<p>Type/Model designation(s):</p> <p>F28 aeroplanes</p>
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None
ATA 53	Fuselage – Centre Fuselage – Modification
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, serial numbers as listed in Fokker Services Service Bulletin (SB) SBF100-53-112 dated 31 January 2013.
Reason:	<p>From service experience, it was concluded that the fuselage frames, which act as back-up structure for the hook latch fitting brackets of the large cargo doors, are sensitive to fatigue cracking. 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 under tasks 533026-00-03 and 533026-01-03.</p> <p>Since those tasks were implemented, it was determined, as part of a re-evaluation for Widespread Fatigue Damage, that the current repetitive fatigue inspections in the ALS do not provide a sufficient level of protection against fatigue-induced cracks.</p> <p>This condition, if not corrected, would affect the structural integrity of the centre fuselage.</p> <p>For the reasons described above, this AD requires modification of the affected fuselage frames.</p> <p>Post-modification inspections will be included in a revision to the ALS, which will likely be the subject of further AD action.</p>
Effective Date:	16 May 2013

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before exceeding 60 000 flight cycles since first flight of the aeroplane, modify the affected fuselage frames in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-112.</p> <p>Note 1: Fokker Services All Operators Message AOF100.178#02 provides additional information concerning the subject addressed by this AD.</p> <p>(2) Modification of all affected fuselage frames on an aeroplane as required by paragraph (1) of this AD exempts that aeroplane from (further) repetitive inspections as specified in ALS task 533026-00-03 and 533026-01-03.</p> <p>Note 2: New post-modification inspection tasks 533026-02-03 and 533026-03-03 (including a high post-modification threshold) will be included in a new revision of the Fokker 70/100 ALS, planned for release before December 2013. The associated detailed post-modification inspection instructions are expected to be published before April 2018.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-53-112 dated 31 January 2013.</p> <p>Fokker Services All Operators Message AOF100.178#02 dated 31 January 2013.</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 22 March 2013 as PAD 13-049 for consultation until 19 April 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.