


| EASA | AIRWORTHINESS DIRECTIVE | |
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|  | <p>AD No.: 2014-0158</p> <p>Date: 07 July 2014</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: FOKKER SERVICES B.V.</p> | <p>Type/Model designation(s): F28 aeroplanes</p> | |
| <p>TCDS Number:</p> | <p>EASA.A.037</p> | |
| <p>Foreign AD:</p> | <p>Not applicable</p> | |
| <p>Supersedure:</p> | <p>None</p> | |
| ATA 57 | Wings – Access Panels / Holes – Replacement / Modification | |
| <p>Manufacturer(s):</p> | <p>Fokker Aircraft B.V.</p> | |
| <p>Applicability:</p> | <p>F28 Mark 0100 aeroplanes, all serial numbers (s/n).</p> | |
| <p>Reason:</p> | <p>Based on findings on test articles, fatigue-induced cracks may develop in the coamings of certain wing fuel tank access panels Part Number (P/N) D12395-403 and P/N D12450-403, installed on Fokker F28 Mark 0100 aeroplanes.</p> <p>To ensure the continued structural integrity with respect to fatigue, repetitive inspections were included in the Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness. Fokker Services also developed precautionary measures to reduce stress loads in the affected areas by replacement of the affected access panels with new panels, P/N D19701-401 and P/N D19701-403, having thinner skin, and a modification by introducing internal patches to the coamings of the affected access holes.</p> <p>These precautionary measures were introduced with Service Bulletins (SB) SBF100-57-027 and SBF100-57-028. As part of the Widespread Fatigue Damage re-evaluation, it was concluded that repetitive inspections through the ALS do not provide a sufficient level of protection against the fatigue-induced cracks.</p> <p>This condition, if not corrected, would affect the structural integrity of the lower wing skins of both outer wings in the areas surrounding the affected fuel tank access panels.</p> <p>For the reasons described above, this AD requires replacement of the affected access panels and modification of the coamings of these access holes.</p> | |

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| | <p>Post-modification inspection requirements depend on the actual number of flight cycles accumulated at the moment of modification. Related detailed information is provided in SBF100-57-027 and SBF100-57-028, as well as in Fokker Services ALS Report SE-623 Issue 12.</p> <p>Fokker Services All Operators Message AOF100.178#05 provides additional information concerning the subject addressed by this AD.</p> |
| Effective Date: | 21 July 2014 |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <p>(1) Before exceeding 63 000 flight cycles since first flight of the aeroplane, accomplish the action(s) as specified in paragraph (1.1) and/or (1.2) of this AD, as applicable to aeroplane s/n.</p> <p>(1.1) For aeroplanes identified by s/n in Fokker Services SBF100-57-028 Revision 2, modify the coamings of the fuel tank access holes at the access panel locations identified in, and in accordance with the instructions of, Fokker Services SBF100-57-028 Revision 2.</p> <p>(1.2) For aeroplanes identified by s/n in Fokker Services SBF100-57-027 Revision 2, replace access panels P/N D12395-403 and P/N D12450-403 with new panels, P/N D19701-401 and P/N D19701-403, at the access panel locations identified in, and in accordance with the accomplishment instructions of, Fokker Services SBF100-57-027 Revision 2.</p> <p>(2) Modification of an aeroplane before the effective date of this AD, in accordance with the instructions of Fokker Services SBF100-57-028 at original issue or Revision 1 and/or SBF100-57-027 at original issue or Revision 1, as applicable, is acceptable to comply with, respectively, the requirements of paragraph (1.1) and/or (1.2) of this AD for that aeroplane, provided that, after modification, no access panels P/N D12395-403 or P/N D12450-403 have been installed on that aeroplane at any of the affected locations.</p> <p>(3) Following modification of an aeroplane as required by paragraph (1.1) and/or (1.2) of this AD, as applicable to aeroplane s/n, or as specified in paragraph (2) of this AD, as applicable, accomplish repetitive inspections within the threshold and intervals as specified in, and in accordance with the instructions of, Fokker Services SBF100-57-027 and SBF100-57-028, or as specified in ALS Report SE-623 Issue 12.</p> <p>Note: EASA issued AD 2014-0157 to require compliance with ALS tasks as specified in ALS Report SE-623 at Issue 12.</p> <p>(4) Accomplishment of the requirements of paragraph (3) of this AD can be demonstrated by:</p> <p>(4.1) Revising, as follows, the approved aircraft maintenance programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane:</p> <p style="padding-left: 40px;">Incorporate the repetitive inspections as specified in SBF100-57-027 and SBF100-57-028, or as specified in ALS Report SE-623 Issue 12, and</p> <p>(4.2) Complying with the approved AMP described in paragraph (4.1) of this AD.</p> <p>(5) Do not install on an aeroplane access panels P/N D12395-403 or P/N D12450-403 at any access panel location as identified in Fokker Services SBF100-57-027 Revision 2, as required by paragraph (5.1) or (5.2) of this AD, as applicable.</p> |

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| | <p>(5.1) For aeroplanes that, on the effective date of this AD, have access panels P/N D12395-403 or P/N D12450-403 installed at any of the affected locations:</p> <p>After modification of the aeroplane as required by paragraph (1.1) and/or (1.2) of this AD, as applicable to aeroplane s/n.</p> <p>(5.2) For aeroplanes that, on the effective date of this AD, do not have access panels P/N D12395-403 or P/N D12450-403 installed at any of the affected locations:</p> <p>From the effective date of this AD.</p> |
| Ref. Publications: | <p>Fokker Aircraft SBF100-57-027 original issue dated 13 September 1993, or Revision 1 dated 02 May 1994, or Fokker Services SBF100-57-027 Revision 2, dated 11 December 2013.</p> <p>Fokker Aircraft SBF100-57-028 original issue dated 02 May 1994, or Revision 1 dated 01 November 1994, or Fokker Services SBF100-57-028 Revision 2, dated 11 December 2013.</p> <p>Report SE-623 issue 12, release date 28 May 2014.</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 03 June 2014 as PAD 14-092 for consultation until 01 July 2014. 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; Fax +31-88-6280-111; E-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com. |