


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No: 08-040</p> <p>Date: 26 March 2008</p>	
No person may operate an aircraft, to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name:		Type/Model designation(s):
Fokker Services B.V.		F28 Mark 0100 and Mark 0070 aircraft
TCDS Number: EASA A.037		
Foreign AD: Not applicable		
Supersedure: This Airworthiness Directive (AD) supersedes CAA Netherlands AD NL-2005-013 dated 17 October 2005, EASA Approval Number 2005-6364.		
ATA 53	Fuselage – Wing-To-Fuselage Fairings above the MLG Wheel Bays – Inspection / Modification	
Manufacturer(s):	Fokker Aircraft B.V.	
Applicability:	F28 Mark 0100 and Mark 0070 aircraft, all serial numbers.	
Reason:	<p>Several reports have been received about roll control problems due to frozen moisture on the aileron pulleys that are located in the LH and RH Main Landing Gear (MLG) wheel bays on the centre wing rear spar, under the wing to fuselage fairings. Investigation revealed that improper sealing of the aerodynamic seals of the Wing-to-Fuselage Fairings can cause rain-/wash water and de-icing fluids to leak onto the affected aileron pulleys. Exposure of the aileron pulleys to the leaked moisture in freezing condition can result in restricted aileron control movement (partly jammed) and/or higher control forces. This condition, if not corrected, could lead to partial loss of control of the aircraft. To address this unsafe condition, Fokker Services originally introduced SBF100-53-101 which was made mandatory through AD NL-2005-013 with a compliance time of 12 months after November 1, 2005.</p> <p>Following this, new reports of problems due to freezing moisture in the same area have been received. This has prompted Fokker Services to publish SBF100-53-107, which introduces an additional one-time inspection of the aerodynamic seals of the Wing-to-Fuselage Fairings and the application of an improved sealing of the aerodynamic seal by means of a fillet seam between the upper left and right fairings and the fuselage skin.</p> <p>For the reasons described above, this AD supersedes CAA Netherlands AD NL-2005-013 and requires an additional one-time inspection and application of improved sealing.</p>	
Effective Date:	[TBD: 14 days after final AD issue date]	

Compliance:	<p>Required as indicated, unless accomplished previously:</p> <p>Within 12 calendar months after the effective date of this AD, inspect the aerodynamic seal of the Wing-to-Fuselage Fairings and the fuselage skin and apply an improved sealing by means of a Fillet Seam in accordance with the Accomplishment Instructions of Fokker SBF100-53-107.</p>
Ref. Publications:	<p>Fokker Services SBF100-53-107 dated 26 February 2008.</p> <p>The use of later approved revisions of this document 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 accept Alternative Methods of Compliance for this AD. 2. The closing date for comments is 23 April 2008. 3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions 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@stork.com The referenced publications can be downloaded from www.myfokkerfleet.com