


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0149</b></p> <p><b>Date: 08 August 2012</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>	
<b>Design Approval Holder's Name:</b>	<b>Type/Model designation(s):</b>
Fokker Services B.V.	F28 aeroplanes
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 53</b>	<b>Fuselage – Forward Fuselage Butt-joints – Inspection / Repair</b>
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, serial numbers as listed in Fokker Services Service Bulletin (SB) SBF100-53-116 dated 10 April 2012.
Reason:	<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. 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, can result in an exponential crack growth rate, possibly leading to failure of the butt-joint over a certain length and consequent in-flight decompression of the aeroplane.</p> <p>To address this unsafe condition, EASA published AD 2011-0115 as an interim measure, requiring repetitive inspections and, depending on findings, a temporary repair on butt joints at stringers 12 and 61 between fuselage stations 3850 and 5305.</p> <p>After that AD was issued, Fokker Services issued SBF100-53-116, which provides new repair instructions which, when accomplished, constitute terminating action for the repetitive inspections required by EASA AD 2011-0115. SBF100-53-116 also provides a permanent repair replacing temporary repairs accomplished in accordance with SBF100-53-0115.</p> <p>For the reasons described above, this AD requires the permanent repair of the affected forward fuselage butt-joints.</p>
Effective Date:	22 August 2012

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously.</p> <p>(1) Within the compliance time specified in Tables 1 and 2 of this AD, as applicable, repair the forward fuselage butt-joints in accordance with the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF100-53-116.</p> <p style="text-align: center;">Table 1 – Repair of butt-joints at stringer 12</p> <table><tr><td></td><td>Aeroplane configuration</td><td>Compliance time</td></tr><tr><td>A</td><td>ALL frame bays have been temporarily repaired in accordance with SBF100-53-115</td><td>Within 11 000 flight cycles (FC) after accomplishment of those temporary repairs</td></tr><tr><td>B</td><td>NO frame bays have been temporarily repaired in accordance with SBF100-53-115</td><td>Before accumulating 35 000 FC since first flight of the aeroplane, or within 8 months, whichever occurs later after the effective date of this AD</td></tr><tr><td>C</td><td>SOME, but not all frame bays have been temporarily repaired in accordance with SBF100-53-115</td><td>Within the compliance time of A or B (as defined in this table), whichever occurs first</td></tr></table> <p style="text-align: center;">Table 2 – Repair of butt-joints at stringer 61</p> <table><tr><td></td><td>Aeroplane configuration</td><td>Compliance time</td></tr><tr><td>A</td><td>ALL frame bays have been temporarily repaired in accordance with SBF100-53-115</td><td>Within 11 000 FC after accomplishment of those temporary repairs</td></tr><tr><td>B</td><td>NO frame bays have been temporarily repaired in accordance with SBF100-53-115</td><td>Before accumulating 42 000 FC since first flight of the aeroplane, or within 8 months, whichever occurs later after the effective date of this AD</td></tr><tr><td>C</td><td>SOME, but not all frame bays have been temporarily repaired in accordance with SBF100-53-115</td><td>Within the compliance time of A or B (as defined in this table), whichever occurs first</td></tr></table> <p>(2) Modification of an aeroplane as required by this AD constitutes terminating action for the repetitive inspections required by EASA AD 2011-0115.</p> <p>Note: Fokker Services All Operators Message AOF100.174#02 provides additional information concerning the subject addressed by this AD.</p>		Aeroplane configuration	Compliance time	A	ALL frame bays have been temporarily repaired in accordance with SBF100-53-115	Within 11 000 flight cycles (FC) after accomplishment of those temporary repairs	B	NO frame bays have been temporarily repaired in accordance with SBF100-53-115	Before accumulating 35 000 FC since first flight of the aeroplane, or within 8 months, whichever occurs later after the effective date of this AD	C	SOME, but not all frame bays have been temporarily repaired in accordance with SBF100-53-115	Within the compliance time of A or B (as defined in this table), whichever occurs first		Aeroplane configuration	Compliance time	A	ALL frame bays have been temporarily repaired in accordance with SBF100-53-115	Within 11 000 FC after accomplishment of those temporary repairs	B	NO frame bays have been temporarily repaired in accordance with SBF100-53-115	Before accumulating 42 000 FC since first flight of the aeroplane, or within 8 months, whichever occurs later after the effective date of this AD	C	SOME, but not all frame bays have been temporarily repaired in accordance with SBF100-53-115	Within the compliance time of A or B (as defined in this table), whichever occurs first
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Ref. Publications:	<p>Fokker Services SBF100-53-116 dated 10 April 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>																								
Remarks:	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 26 June 2012 as PAD 12-067 for consultation until 24 July 2012. No comments were received during the consultation period.</p>																								

	<p>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>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: <a href="mailto:technicalservices@fokker.com">technicalservices@fokker.com</a>. The referenced publication can be downloaded from <a href="http://www.myfokkerfleet.com">www.myfokkerfleet.com</a>.</p>
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