



Airworthiness Directive

AD No.: 2014-0223R1

Issued: 25 August 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

FOKKER SERVICES

Type/Model designation(s):

F27 aeroplanes

Effective Date: Revision 1: 01 September 2020
Original issue: 22 October 2014

TCDS Number(s): EASA.A.036

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2014-0223, dated 08 October 2014, which superseded EASA AD 2014-0151 dated 20 June 2014.

ATA 05 – Time Limits / Maintenance Checks – ALS Part 1 – Certification Maintenance Requirements – Implementation

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The ALS: Fokker 50/60 Instructions for Continued Airworthiness, Airworthiness Limitations Section (ALS) Part 1, Fokker Services Engineering Report SE-525 issue 6 or issue 7.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For F27 aeroplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.



New and/or more restrictive tasks: This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

Fokker Services Engineering Report SE-525 contains the Certification Maintenance Requirements (CMRs) for Fokker F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes. This report is Part 1 of the ALS of the Instructions for Continued Airworthiness, referred to in Section 06, Appendix 1, of the Fokker 50/60 Maintenance Review Board (MRB) document.

The complete ALS currently consists of:

Part 1 - Report SE-525 (issue 7) CMRs – ref. EASA AD 2014-0223R1;

Part 2 - Report SE-622 (issue 14) Airworthiness Limitation Items (ALIs) and Safe Life Items (SLIs) – ref. EASA AD 2020-0184; and

Part 3 - Report SE-671 (issue 8) Fuel ALIs and Critical Design Configuration Control Limitations (CDCCLs) – ref. EASA AD 2015-0031.

The instructions contained in those reports have been identified as mandatory actions for continued airworthiness.

Previously, EASA issued AD 2014-0223, retaining the requirements of EASA AD 2014-0151, which was superseded, to require implementation of the inspections and limitations as specified in the ALS of the Instructions for Continued Airworthiness, referred to in Section 06, Appendix 1 of the Fokker 50/60 MRB document, reports SE-525 issue 6, SE-622 issue 13, and SE-671 issue 6.

Since that AD was issued, EASA issued AD 2015-0031 to require implementation of the Fuel ALIs and CDCCLs as specified in Report SE-671 issue 7, taking over those requirements from AD 2014-0223. More recently, EASA issued AD 2020-0184 to require implementation of ALIs and SLIs specified in Report SE-622 issue 14.

For the reasons described above, this AD is revised to remove as requirements from this AD the actions as specified in Fokker Services' Reports SE-622 and SE-671, retaining only those specified in Report SE-525 (the ALS, as defined in this revised AD).

This revised AD also introduces the latest standard for ALS ADs, without any changes to the actual required tasks as specified in Report SE-525, issue 6 or issue 7.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Maintenance Tasks:

- (1) From 22 October 2014 [the effective date of the original issue of this AD], within the intervals, accomplish all applicable maintenance tasks as specified in the ALS, as defined in this AD.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable maintenance procedures for corrective



action in accordance with Fokker Services approved maintenance documentation, or contact Fokker Services for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after 22 October 2014 [the effective date of the original issue of this AD], revise the AMP by incorporating the tasks and associated intervals described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

- (4) If, before 22 October 2014 [the effective date of the original issue of this AD], the AMP was revised to incorporate the maintenance tasks as specified in Fokker Services Engineering Report SE-525 at issue 5, the new and/or more restrictive tasks, as defined in the ALS, must be incorporated into the AMP to comply with paragraph (3) of this AD.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the applicable new and/or more restrictive tasks, as defined in this AD, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times as specified in paragraph 'Compliance information' of the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks, as defined in this AD, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Fokker 50/60 Instructions for Continued Airworthiness, ALS Part 1, Fokker Services Engineering Report SE-525 issue 6, dated 26 April 2012, or issue 7, dated 26 July 2016.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 04 September 2014 as PAD 14-136 for consultation until 02 October 2014. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.



3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. 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.

