



## Airworthiness Directive

**AD No.:** 2020-0184

**Issued:** 18 August 2020

Note: 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 B.V.

### Type/Model designation(s):

F27 aeroplanes

**Effective Date:** 01 September 2020

**TCDS Number(s):** EASA.A.036

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 05 – Time Limits / Maintenance Checks – ALS Part 2 – Airworthiness Limitations Items and Safe Life Items – 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 2, Fokker Services Report SE-622 issue 14.

**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-622 contains the Airworthiness Limitation Items (ALIs) and Safe Life Items (SLIs) for Fokker F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes. This report is Part 2 of the ALS of the Instructions for Continued Airworthiness, referred to in Section 06, Appendix 1, of the Fokker 50/60 Maintenance Review Board document.

The complete ALS consists of:

- Part 1 - Report SE-525, Certification Maintenance Requirements (CMRs) – ref. EASA AD 2014-0223 (to be revised),
- Part 2 - Report SE-622, ALIs and SLIs – ref. EASA AD 2020-0184, and
- Part 3 - Report SE-671, Fuel ALIs and CDCCLs – ref. EASA AD 2015-0031.

The instructions contained in those reports have been identified as mandatory actions for continued airworthiness. Failure to accomplish these actions could result in an unsafe condition.

EASA previously issued AD 2014-0223, requiring the actions described in all ALS Parts (as above), including Report SE-622 at issue 13.

Since that AD was issued, Fokker Services published issue 14 of Report SE-622, containing new and/or more restrictive maintenance tasks.

For the reason described above, this AD takes over the ALS Part 2 requirements from EASA AD 2014-0223, and requires implementation of the maintenance actions as specified in the ALS, as defined in this AD. EASA AD 2014-0223 will shortly be revised to remove references to Reports SE-622 and SE-671, and require only the actions specified in Fokker Services ALS Part 1, Report SE-525 (CMRs), currently at issue 7.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks:**

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration:
  - (1.1) Replace each Safe Life Item before exceeding the applicable retirement life limit; and
  - (1.2) Within the thresholds and intervals, accomplish all applicable Structural Airworthiness Limitations tasks.

**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 the approved Fokker Services maintenance documentation. If a detected discrepancy cannot be corrected using instructions from existing Fokker Services maintenance documentation, before next flight, contact Fokker Services for approved instructions and accomplish those instructions accordingly.



**AMP Revision:**

- (3) Within 12 months after the effective date of this AD, revise the AMP by incorporating the tasks and associated thresholds and intervals, or retirement life limitations, as described in ALS Part 2, as applicable to aeroplane model and depending on aeroplane configuration.

**Credit:**

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and associated thresholds and intervals, or retirement life limitations, as specified in Fokker Services Report SE-622 at issue 13 or earlier, the new and/or more restrictive tasks, as defined in this AD, 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 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 times' 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, including associated thresholds and intervals, or retirement life limitations, as defined in the ALS, 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 2, Fokker Services Report SE-622 issue 14, dated 12 May 2020.

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. This AD was posted on 08 July 2020 as PAD 20-107 for consultation until 05 August 2020. No comments were received during the consultation period.
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](mailto: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](mailto:technicalservices@fokker.com).  
The referenced publication can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

