Airworthiness Directive

AD No.: 2021-0014

Issued: 13 January 2021

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 B.V.

Type/Model designation(s):
F28 aeroplanes

Effective Date: 27 January 2021

TCDS Number(s): EASA.A.037

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Outer Wing Lower Skin – Inspection

Manufacturer(s):
Fokker Aircraft B.V.

Applicability:
F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.

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

The SB: Fokker Services Service Bulletin (SB) SBF100-57-053.

Reason:
An occurrence was reported on a Fokker F28 Mark 0070 where corrosion was found on the horizontal flange of the front spar lower boom, between the rebate strap and the lower boom. This had resulted in bulging of the left-hand (LH) outer wing lower skin at the front spar at wing station (WSTA) 10550 (zone 514). The affected aeroplane had accumulated 43 735 flight cycles and 40 853 flight hours and was 25 years old when the corrosion was found. The front spar lower boom is part of the wing torsion box.

This condition, if not detected and corrected, could lead to reduced structural integrity of the wing torsion box structure.

To address this potential unsafe condition, Fokker Services issued the SB, providing inspection instructions.

For the reason described above, this AD requires a detailed visual inspection (DET) for bulging and for loose and/or missing countersunk fastener heads at the LH and right-hand (RH) outer wing lower skin at the front spar between WSTA 10110 and 11190. Depending on findings, this AD also requires repetitive DET and/or the accomplishment of an additional DET of the front spar lower boom and rebate strap to detect and repair corrosion damage. This AD also requires reporting inspection results.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within 3 months after the effective date of this AD, accomplish a DET to detect bulging and loose and/or missing countersunk fastener heads at the LH and RH outer wing lower skin at the front spar between WSTA 10110 and 11190, in accordance with the instructions of the SB.

(2) If, during the DET as required by paragraph (1) of this AD, bulging between 0.5 mm and 3 mm is found, within 3 months after that DET and, thereafter, at intervals not to exceed 3 months, repeat the DET as specified in paragraph (1) of this AD and, within 12 months after the effective date of this AD, accomplish an additional DET of the front spar lower boom and rebate strap to detect corrosion damage, in accordance with the instructions of the SB.

(3) If, during any DET to detect bulging and loose and/or missing countersunk fastener heads as required by paragraph (1) or (2) of this AD, as applicable, bulging in excess of 3 mm and/or missing countersunk fastener heads are found, before next flight, accomplish an additional DET of the front spar lower boom and rebate strap to detect corrosion damage, in accordance with the instructions of the SB.

Corrective Action(s):

(4) If, during the additional DET as required by paragraph (2) or (3) of this AD, as applicable, any corrosion damage is found, before next flight, contact Fokker Services for approved repair instructions and accomplish those instructions accordingly.

Reporting:

(5) Within 30 days after the DET as required by paragraph (1) of this AD, report the inspection results (including no findings) to Fokker Services. This can be accomplished in accordance with the instructions of the SB.

Ref. Publications:

Fokker Services SBF100-57-053 original issue dated 17 December 2020, or Revision 1 dated 12 January 2021.

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 18 December 2020 as PAD 20-202 for consultation until 01 January 2021. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety 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 AOG-desk +31-88-6280-888, E-mail: technicalservices@fokker.com.
   The referenced publication can be downloaded from www.myfokkerfleet.com.