# EASA

# **AIRWORTHINESS DIRECTIVE**

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### AD No.: 2009-0216R1

## Date: 11 January 2010

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.

Type/Model designation(s) :

F28 Mark 0100 aeroplanes

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].

Type Approval Holder's Name :

Fokker Services B.V.

TCDS Number : EASA A.037

Foreign AD : Not applicable

Revision :

This AD revises and replaces EASA AD 2009-0216 dated 07 October 2009, which superseded EASA AD 2007-0287 dated 15 November 2007.

ATA 27	Flight Controls – Horizontal Stabilizer Control Unit Dog-Link Attachment – Modification

Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0100 aeroplanes, all serial numbers.
Reason:	Two reports have been received where, during inspection of the vertical stabilizer of F28 Mark 0100 aeroplanes, one of the bolts that connect the horizontal stabilizer control unit actuator with the dog-links was found broken (one on the nut side & one on the head side). In both occasions, the bolt shaft was still present in the connection and therefore the horizontal stabilizer function was not affected. If a single dog-link connection fails, the complete stabilizer load is taken up by the remaining dog-link connection. Any failed connection should be detected and corrected at the next scheduled inspection.
	To address and correct this unsafe condition EASA issued AD 2007-0287 that required a one-time inspection of the affected bolts, Part Number (P/N) 23233-1, and replacement of failed bolts with serviceable parts. EASA AD 2007-0287 also required the installation of a tie wrap through the lower bolts of the horizontal stabilizer control unit, to keep the bolt in place in the event of a bolt head failure.
	Recent examination revealed that the bolts failed due to stress corrosion, attributed to excessive bolt torque. Investigation of the recently failed bolts showed that the modification as required by AD 2007-0287 is not adequate.
	To address the stress corrosion, the manufacturer of the bolt, Goodrich, has introduced a bolt with an improved corrosion protection, P/N 23233-3, through

	Service Bulletin 23100-27-29.
	For the reasons described above, this EASA AD retains the requirements of AD 2007-0287, which is superseded, and adds the requirement to replace the affected P/N 23233-1 bolts with improved bolts. Concurrently, the tie-wrap must be removed.
	This AD has been revised to correct the Required Action(s) and Compliance Time(s) section, as the requirements from EASA AD 2007-0287 had not been properly retained, as was the intent.
Effective Date:	Revision 1: 25 January 2010
	Original : 21 October 2009
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously.
	Re-statement of EASA AD 2007-0287 requirements:
	<ol> <li>Within 6 months after 29 November 2007 [the effective date of EASA AD 2007-0287], accomplish the following actions concurrently:</li> </ol>
	(1.1) Inspect the P/N 23233-1 lower bolts of the stabilizer control unit dog-links in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-27-091 and Menasco Aerospace SB 23100-27-19, and
	(1.2) Install a tie-wrap P/N MS3367-2-9 through the lower bolts of the stabilizer control unit in accordance with the instructions of Fokker SBF100-27-091.
	(2) When a failed bolt is found during the inspection as required by paragraph (1.1) of this AD, before next flight, replace the bolt with a serviceable part.
	New actions required by this AD:
	(3) Within 30 months after 21 October 2009 [the effective date of the original issue of this AD], accomplish the following actions concurrently:
	(3.1) Remove the tie-wrap P/N MS3367-2-9 from the lower bolts of the horizontal stabilizer control unit in accordance with the accomplishment Instructions of Fokker SBF100-27-092.
	(3.2) Remove the P/N 23233-1 lower bolts of the horizontal stabilizer control unit and install P/N 23233-3 bolts in accordance with the Instructions of Goodrich SB 23100-27-29.
	(4) After 21 April 2012, do not install bolt P/N 23233-1 or tie-wrap P/N MS3367-2-9 on any aeroplane.
Ref. Publications:	Fokker Services SBF100-27-091 dated 31 August 2007. Fokker Services SBF100-27-092 dated 27 April 2009.
	The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
	Menasco Aerospace Ltd. SB 23100-27-19 dated 10 November 1995. Goodrich (Landing Gear Division) SB 23100-27-29 dated 14 November 2008.
Remarks :	<ol> <li>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> </ol>
	<ol> <li>The original issue of this AD was posted on 27 August 2009 as PAD 09- 108 for consultation until 24 September 2009. No comments were received during the consultation period.</li> </ol>
	<ol> <li>Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <u>ADs@easa.europa.eu</u>.</li> </ol>
	<ol> <li>For any question concerning the technical content of the requirements in this AD, please contact:</li> </ol>

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