


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0218</p> <p>Date: 19 October 2012</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 748/2012, Part 21.A.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>	
<p>Design Approval Holder's Name: FOKKER SERVICES B.V.</p>	<p>Type/Model designation(s): F28 aeroplanes</p>
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None
ATA 53	Fuselage – Forward Fuselage Butt-joints – Inspection / Repair
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, serial numbers as listed in Fokker Services Service Bulletin (SB) SBF100-53-118 Revision 2 dated 16 October 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, above the passenger door. Investigation results revealed that, depending on the configuration of the aeroplane, four butt joints in the forward fuselage can be affected, at stringers 8, 37, 42 and 67 between fuselage stations 3850 and 5305.</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>For the reasons described above, this AD requires a one-time inspection of the forward fuselage butt joints for cracks and, depending on findings, accomplishment of a temporary repair and reporting the findings to Fokker Services. In addition, this AD requires a permanent repair/modification.</p> <p>Repetitive inspections will be incorporated into a new revision of Fokker Services ALS Report SE-623 (tasks 531030-00-11 and 531031-00-05), for which a new AD is expected to be published.</p>
Effective Date:	02 November 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before accumulating 35 000 flight cycles (FC), or within 8 months after the effective date of this AD, whichever occurs later, inspect the forward fuselage butt-joints for cracks in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-118. (2) As an alternative method to the inspection as required by paragraph (1) of this AD, it is acceptable to accomplish a detailed visual inspection of the butt-joints from the inside of the fuselage, provided this is accomplished within the compliance time specified in paragraph (1) of this AD. To gain access to the area from the inside, several components must be removed that will need to be reinstalled and tested after the inspection, in accordance with the procedures in the applicable Airplane Maintenance Manual. (3) If, during the inspection as required by paragraph (1) or as specified in paragraph (2) of this AD, as applicable, a crack is detected, before next flight, accomplish a temporary repair in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-118, or accomplish the terminating repair in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-119. (4) Within 30 days after finding a crack during the inspection as required by paragraph (1) or as specified in paragraph (2) of this AD, as applicable, send a report to Fokker Services by using the Reporting Form (figure 14 and/or figure 15) of Fokker Services SBF100-53-118. (5) Before accumulating 50 000 FC, or within 8 months after the effective date of this AD, whichever occurs later, accomplish the terminating repair of the forward fuselage butt-joints in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-119. <p>Note: Fokker Services All Operators Message AOF100.174#02 provides additional information concerning the subject addressed by this AD.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-53-118 original issue dated 10 April 2012, or Revision 1 dated 6 July 2012, or Revision 2 dated 16 October 2012.</p> <p>Fokker Services SBF100-53-119 dated 20 June 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 30 July 2012 as PAD 12-094 for consultation until 27 August 2012. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 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: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.