

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0271 Date: 12 December 2014 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.
This AD is issued in accordance with EU 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].	
Design Approval Holder's Name: FOKKER SERVICES B.V.	Type/Model designation(s): F28 aeroplanes
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None
ATA 57	Wings – Trailing Edge Rib at Wing Station 8700 – Inspection
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.
Reason:	Service experience with the Fokker 100 type design has shown that cracking can occur in the secondary structure of the wing at station 8700, rib Part Number (P/N) D15445-013/-014 (or lower dash number) in the trailing edge section. The hydraulic actuator assembly, hydraulic lines, the cable pulleys, the anti-upfloat quadrant and the associated mechanical linkages including flutter dampers are all positioned in the affected area, between wing stations 8200 and 9270. This condition, if not detected and corrected, could lead to failure of the affected rib, possibly resulting in reduced control of the aeroplane. To address this potential unsafe condition, Fokker Services published Service Bulletin (SB) SBF100-57-048, which provides inspection instructions to detect any cracks in the affected area. For the reasons described above, this AD requires a one-time inspection of the trailing edge rib at wing station 8700 and, depending on findings, accomplishment of applicable corrective action(s). This AD is considered to be an interim action and further AD action may follow, possibly to introduce new ALS tasks, if justified by the inspection results.
Effective Date:	29 December 2014

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 12 months after the effective date of this AD, inspect the trailing edge rib at wing station 8700 in accordance with the Accomplishment Instructions of Fokker Services SBF100-57-048. (2) If, during the inspection as required by paragraph (1) of this AD, any crack is found, before next flight, contact Fokker Services for approved repair instructions and accomplish those instructions accordingly.
Ref. Publications:	Fokker Services SBF100-57-048 original issue dated 27 October 2014. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD. More information on this subject can be found in Fokker Services All Operators Message AOF100.192.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 04 November 2014 as PAD 14-163 for consultation until 02 December 2014. 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, Certification 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; Fax +31-88-6280-111; E-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.