

# **Airworthiness Directive**

AD No.: 2016-0030

#### Issued: 23 February 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 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 (EC) 216/2008, Article 14(4) exemption].

## Design Approval Holder's Name:

### **Type/Model designation(s):** F27 aeroplanes

FOKKER SERVICES B.V.

Effective Date: 08 March 2016 TCDS Number(s): EASA.A.036 Foreign AD: Not applicable

Supersedure: None

### ATA 54 – Nacelles / Pylons – Engine Nacelle Stringers – Inspection

#### Manufacturer(s):

Fokker Aircraft B.V.

#### **Applicability:**

F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes, all serial numbers.

#### Reason:

Service experience with the Fokker 50 type design has shown that severe corrosion can develop in the engine nacelle, at stringer W below the collector tank and at stringer C below the engine exhaust, as well as in the stringer sections between nacelle frames 3038 and 4052. Because the affected nacelle areas are not easily accessible, any corrosion might not be discovered, e.g. during a relevant Zonal Inspection Task MPD/MRB No. 062404-00-01, particularly when an affected area is stained or dirty.

This condition, if not detected and corrected, could adversely affect the integrity of the engine support in some extreme flight load (gust) and landing load conditions.

To address this potential unsafe condition, Fokker Services issued Service Bulletin (SB) SBF50-54-012 to provide inspection instructions.



For the reasons described above, this AD requires a one-time inspection of the stringers C and W between engine nacelle frames 2574 and 4052 on both left-hand (LH) and right-hand (RH) engine nacelles, remove corrosion (if any) from the affected areas, determine that the design provisions for proper drainage of residual water in the affected areas are not obstructed and, depending on findings, accomplish applicable corrective action(s).

More information on this subject can be found in Fokker Services All Operators Message AOF50.065.

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

Required as indicated, unless accomplished previously:

- (1) Within 24 months after the effective date of this AD, inspect stringers C and W between engine nacelle frames 2574 and 4052, on both LH and RH engine nacelles, including the drain paths of those stringers, in accordance with the Accomplishment Instructions of Fokker Services SBF50-54-012.
- (2) If, during the inspection as required by paragraph (1) of this AD, any corrosion is found, before next flight, accomplish a repair in accordance with the applicable Structural Repair Manual, or contact Fokker Services for approved repair instructions and accomplish those instructions accordingly.
- (3) If, during the inspection as required by paragraph (1) of this AD, any drain path discrepancy (as defined in Fokker Services SBF50-54-012) is found, before next flight, accomplish the applicable corrective action(s) in accordance with the Accomplishment Instructions of Fokker Services SBF50-54-012.
- (4) Within 30 days after the inspection as required by paragraph (1) of this AD, only in case of findings, report the results to Fokker Services in accordance with the Accomplishment Instructions of Fokker Services SBF50-54-012.

#### **Ref. Publications:**

Fokker Services SBF50-54-012 original issue dated 01 December 2015.

The use of later approved revisions of this 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 19 January 2016 as PAD 16-004 for consultation until 16 February 2016. 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: <u>ADs@easa.europa.eu</u>.



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 <u>www.myfokkerfleet.com</u>.

