

Fokker F28 Series Aeroplanes

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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/F28/45 Amdt 4 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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**AD/F28/45  
Amdt 5**

**Structural Integrity Program**

**5/2000**

Applicability: All models.

Requirement: Comply with the retirements lives, inspection methods, and periods, and the required modifications specified in:

- a. Fokker F28 Structural Integrity Program Document 28438 Part 1:
  - i) Revision 13 dated 30 December 1997, - with the exception that all dimpled fuselage skin panels must be inspected with an impedance plane low frequency eddy current sliding probe technique;
  - ii) Temporary Revision 13-1 dated 8 July 1998, and
  - iii) Temporary Revision 13-2 dated 29 September 1999; and
- b. Messier Dowty SB 32-165R Revision 3.

*Note: Netherlands AD BLA 82-026/2 refers.*

Notwithstanding the allowable crack length limits, and crack propagation data specified in earlier issues of the SIP document, an aircraft must not be returned to service with known unrepaired cracks without the approval of the Authority, or the operator's authorised structural design signatory.

**COMMONWEALTH OF AUSTRALIA**  
**CIVIL AVIATION SAFETY AUTHORITY**  
**SCHEDULE OF AIRWORTHINESS DIRECTIVES**

*(Civil Aviation Regulations 1998), PART 39 - 105*

**Compliance:** This Amendment becomes effective on 18 May 2000.

**Background:** The manufacturer has carried out an extensive structural audit of the F28 aircraft and has consolidated the work in the Structural Integrity Document.

Amendments 1 to 4 each reflected changes and amendments to the SIP document.

Amendment 5 reflects the latest edition of the SIP documents and adds the Messier Dowty document for inclusion.

Amendment 4 of this Airworthiness Directive became effective on 14 September 1995.

Amendment 3 of this Airworthiness Directive became effective on 18 April 1991.

The Original issue of this Airworthiness Directive became effective on 31 October 1982.



Bernard Malcolm Hole  
Delegate of the Civil Aviation Safety Authority

4 April 2000