



Airworthiness Directive

AD No.: 2021-0059

Issued: 02 March 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

FOKKER SERVICES B.V.

Type/Model designation(s):

F28 aeroplanes

Effective Date: 16 March 2021

TCDS Number(s): EASA.A.037

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Front Spar Lower Boom – Inspection

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers, if Maintenance Review Board (MRB) Report / Maintenance Planning Document (MPD) task 572004-00-01 was accomplished before 01 January 2015.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Fokker Services Service Bulletin (SB) SBF100-57-054.

Reason:

An occurrence was reported where, during the accomplishment of MRB/MPD task 572004-00-01, severe exfoliation corrosion was found on the wing front spar lower boom of a Fokker F28 Mark 0070 aeroplane, between wing station (WSTA) 3100 and WSTA3600. It was determined that corrosion may also exist at other spanwise positions on the wing front spar lower boom.

This condition, if not corrected, could lead to reduced structural integrity of the wing structure and impact its capability to sustain ultimate and limit loads.



To address this potential unsafe condition, Fokker Services issued the SB, providing inspection instructions.

For the reason described above, this AD requires a one-time detailed inspection (DET) of the wing front spar lower boom between WSTA1825 and WSTA10110 to detect corrosion and, depending on findings, accomplish the applicable corrective action(s). This AD also requires reporting of the inspection results.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 12 months after the effective date of this AD, accomplish a DET of the wing front spar lower boom between WSTA1825 and WSTA10110 in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the DET as required by paragraph (1) of this AD, any corrosion is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Reporting:

- (3) Within 30 days after the DET as required by paragraph (1) of this AD, report the results (including no findings) to Fokker Services. This can be accomplished in accordance with the instructions of the SB.

Ref. Publications:

Fokker Services SBF100-57-054 dated 12 January 2021.

The use of later approved revisions of the above-mentioned 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 29 January 2021 as PAD 21-010 for consultation until 26 February 2021. 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: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than



those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. 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 AOG-desk +31-88-6280-888, E-mail: technicalservices@fokker.com.
The referenced publication can be downloaded from www.myfokkerfleet.com.

