



Airworthiness Directive

AD No.: 2022-0070

Issued: 21 April 2022

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 or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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: 05 May 2022

TCDS Number(s): EASA.A.037

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Stubwing Bay Area Skin – Inspection

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.

Definitions:

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

The SB: Fokker Services Service Bulletin (SB) SBF100-53-135.

Reason:

Occurrences have been reported of finding cracks on an F28 Mk 0100 aeroplane at the upper and lower fastener holes of a repair plate, located within the boundaries of the stubwing, which had been applied to repair heat damage. The cracks were found about 32 000 flight cycles (FC) since the repair plate was installed. This is earlier than expected, suggesting reduced crack growth resistance due to overheated aluminium.

This condition, if not detected and corrected, could lead to reduced structural integrity of the aeroplane.



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

For the reasons described above, this AD requires a one-time inspection of the fuselage skin in the stubwing bay area to determine whether a heat damage repair is installed within the boundaries of the stubwing, a follow-on inspection of any such repaired area(s) for cracks and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 3 months after the effective date of this AD, inspect the fuselage skin in the stubwing area in accordance with the instructions of the SB.
- (2) If, during the inspection as required by paragraph (1) of this AD, fuselage skin repairs are found that do not extend above and below the stubwing, before exceeding 32 000 FC after installation of the affected fuselage skin repair, or within 12 months after the effective date of this AD, whichever occurs later, accomplish a high-frequency eddy-current (HFEC) inspection of the repaired area(s) in accordance with the instructions of the SB.
- (3) If, during the HFEC inspection as required by paragraph (2) of this AD, no cracks are detected, within 30 days, contact Fokker Services for approved damage tolerance inspection instructions and, within the threshold and intervals indicated therein, accomplish those instructions accordingly, including any follow-up corrective action(s).

Corrective Action(s):

- (4) If, during the HFEC inspection as required by paragraph (2) of this AD, cracks are detected, before next flight, contact Fokker Services for approved repair instructions and accomplish those instructions accordingly.

Reporting:

- (5) Within 30 days after the inspection as required by paragraph (1) or (2) of this AD, as applicable, report the results to Fokker Services. This can be accomplished in accordance with the instructions (reporting sheet) of the SB.

Ref. Publications:

Fokker Services SBF100-53-135 original issue dated 07 March 2022, or Revision 1 dated 17 March 2022.

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 published on 25 March 2022 as PAD 22-034 for consultation until 08 April 2022. 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 +31-88-6280-350, Fax +31-88-6280-111, E-mail: technicalservices@fokkerservices.com.
The referenced publication can be downloaded from www.myfokkerfleet.com.

