

291402

FAA-04-18787-5

DEPT. OF TRANSPORTATION
Last Update 8/23/97
DOCKETS

Aircraft Certification Service SHORT' WORKSHEET

Hyperlinked AD Forms

2004 AUG -9 P 12: 51

CREATED NOV 2003

REVISED MAR 2004

ANMINFO

DOCKET NUMBER: 2004³-NM-264-AD

TECH WRITER: _____

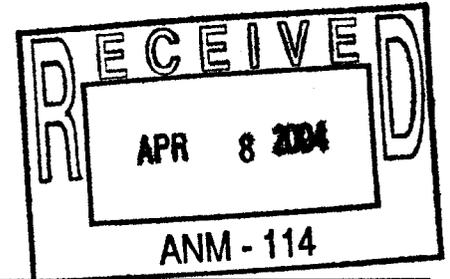
Please re-route
through AEG.

FCAA AD No./Revision/Date (Attach 1 copy):

CAA-NL BLA No. 2003-037 dated March 31, 2003

Manufacturer Service Information/Revision/Date (Attach 2 clean copies):

Fokker Service Bulletin F27/27-137 dated March 19, 2003.



PROPOSED CORRESPONDING ACTION:

Emergency AD

Is this action one of the following?

Immediately Adopted AD

Supersedure of AD (Insert Docket No. _____)

Notice of Proposed Rulemaking

Revision of AD (Insert Docket No. _____)

Final rule after NPRM
(If FRAN, complete Attachment A.)

Supplemental NPRM (Insert Docket No. _____)
(If any of the above is checked, complete Attachment B.)

Other (NFR/DFR)

Scratch Criteria

Project Engineer Name/Title: Tom Rodriguez

Branch: _____ Telephone: 1137

Backup engineer: _____ Telephone: _____

For each AD item numbered below, provide draft text and/or FCAA AD or SB references. WHERE POSSIBLE, answer items using markup of FCAA AD or SB, & mark with the AD item number.

1. Model, Applicability, # Airplanes (both U.S. & worldwide) - Refer to FCAA AD or SB; state any differences for the U.S. AD:

Fokker Model F.27 Mk. 100 through Mk. 700 series airplane, all serial numbers

38 airplanes U.S.

178 airplanes worldwide

AD Summary and Discussion Sections:

2. What has the FCAA/mfgr told the FAA? "The FCAA advises that ..."
Describe background/events that prompted the AD in 1-2 sentences. Refer to FCAA AD or SB 'Reason.'

The FCAA advised that an operator reported that the crew had to apply aileron trim during heavy turbulence in flight. Inspections after landing revealed that the left-hand aileron was hanging down. Subsequent inspections resulted in finding a crack in the upper inboard attachment lug of the aileron spring tab balance unit housing, likely as a result of corrosion.

3a. What is the unsafe condition AND its cause?

"These actions are intended to prevent..."

Describe unsafe condition and its cause in 2-3 sentences (non-technical terms). Refer to FCAA AD or SB 'Reason.'

These actions are intended to prevent deformation in the aileron at the attachment points of the spring tab balance unit, resulting in a permanent deflection of the spring tab.

3b. What is the end-level effect on the airplane?

"...which could result in..."

Provide a 1-sentence description; use non-technical terms.

Cracking of the aileron spring tab balance unit, resulting in permanent deflection of the spring tab could result in diminished control of the aircraft in turbulence or total loss of roll control for the affected wing.

4. (Yes or No) Is the corrective action required in this AD considered to be interim action?

No Yes

6/1/04

5. (Yes or No) Is this action considered sensitive, or is it related to a Safety Recommendation?

(If yes, state why sensitive, and/or provide copy of FAA/NSTB Safety Recommendation.)

No

6. AD Differences or Exceptions to Policy (if needed):

"This AD differs from the FCAA AD..."

Check if: Flight with Cracks (exception to policy) ___; No Flight with Cracks ___; Mandate Term Action ___; Not Mandating Term Action (exception to policy) ___; Contact Mgr, FAA ___; Compliance time ___; Mandate AFM Action ___; Contact Mgr or FCAA ___

Describe any other differences between service bulletin (or exceptions to policy) and this proposed FAA AD.

None

AD Cost Impact Section:**7a. Work hours for corrective action(s) required: (List hours or reference SB 'Manpower').**

5 work hour

7b. Parts Cost, if any: (List costs or reference SB 'Material - Cost and Availability').

N/R

AD Body Section:

For EACH corrective action, mark up FCAA AD or SB, if usable -OR- fill out Corrective Action Table below.

8a: Action # 1**What is the corrective action?**

Perform a high-frequency eddy current (HFEC) inspection of the aileron spring tab balance units in accordance with Part 2, Accomplishment Instructions, of Fokker Service Bulletin F27/27-137 dated March 19, 2003.

What is its compliance time?

Within two years from the effective date of this AD.

(Add grace period if not available)**What is repetitive interval?**

N/A

8a: Action # 2

What is the corrective action? If corrosion or loose paint is found, remove as necessary in accordance with Service Bulletin F27/27-137.

What is its compliance time? Prior to HFEC inspection of lug.

(Add grace period if not available)

What is repetitive interval? N/A

8a: Action # 3

What is the corrective action? If corrosion or loose paint is removed that exceeds the limits for the lugs identified in paragraph 2.D. of Service Bulletin F27/27-137, ~~replace the aileron spring tab balance unit with a serviceable unit.~~ *repair the lug*

What is its compliance time? Prior to further flight *DAW paragraph 2G*

TR

5/11/04

(Add grace period if not available)

What is repetitive interval? N/A

8a: Action # 4

What is the corrective action? If any crack is found, replace the aileron spring tab balance unit with a unit with a serviceable unit.

What is its compliance time? Prior to further flight.

(Add grace period if not available)

What is repetitive interval? N/A

8a: Action # 5

What is the corrective action? *loose paint, corrosion or cracks* If no ~~cracks~~ *are found* are found, ~~rework the lugs in accordance with paragraph 2.G. of Service Bulletin F27/27-137 and reinstall the aileron spring tab balance unit.~~

What is its compliance time? Prior to further flight *reinstall aileron spring tab balance unit*

TR

5/11/04

(Add grace period if not available)

What is repetitive interval? N/A

9. (Yes or No) Should corrective action(s) required in this AD to be applied to spares as well?

N/A

10. Should a ferry flight permit be: Permitted Permitted with limitations* Prohibited

*List limitations.

11. Check the category that best describes the cause of the unsafe condition addressed by this AD:

Design Problem Unapproved Parts Operational

Maintenance (Incorrect Maintenance manual procedures)

Quality Control Problem** Other (specify):

**Reporting Req't Needed? _____