

AIRWORTHINESS BULLETIN

AWB 25-035 Issue 1 – 28 April 2020

Fokker F28 Mk70 and MK100 Flight Crew Seat Cracking and Repairs

An Airworthiness Bulletin is an advisory document that alerts, educates and makes recommendations about airworthiness matters. Recommendations in this bulletin are not mandatory.

1. Effectivity

Fokker F28 Mk 70 and Mk 100, all flight crew seats.

2. Purpose

This AWB is intended to raise awareness of cracking in previously repaired and unrepaired structure of the flight crew seats and to request information from operators to determine if further action may be required to address the issue.

3. Background

Several defect reports have been submitted to CASA which show cracking in seat structure for both previously repaired and non-repaired areas. The areas where previous repairs were carried out appear to be AC43 type repairs, which probably exist as legacy repairs from service prior to aircraft acquisition in Australia or temporary/permanent repairs performed in a line maintenance environment for minor cracking. Figures 1 to 4 below show some typical damage and repairs that may be observed in the flight crew seats.

Flight crew seats are normally only removed at major heavy maintenance checks, where hidden structural defects are observed when the seats are disassembled. Many defects are not observable with the seat installed, however access can be gained to some of the seat back area by removal of the inertia reel covers for inspection.



Figure 1: Seat spine, as removed, showing rivet failure as indicated. These rivets attach part of the armrest structure. Refer to relevant CMM for details.

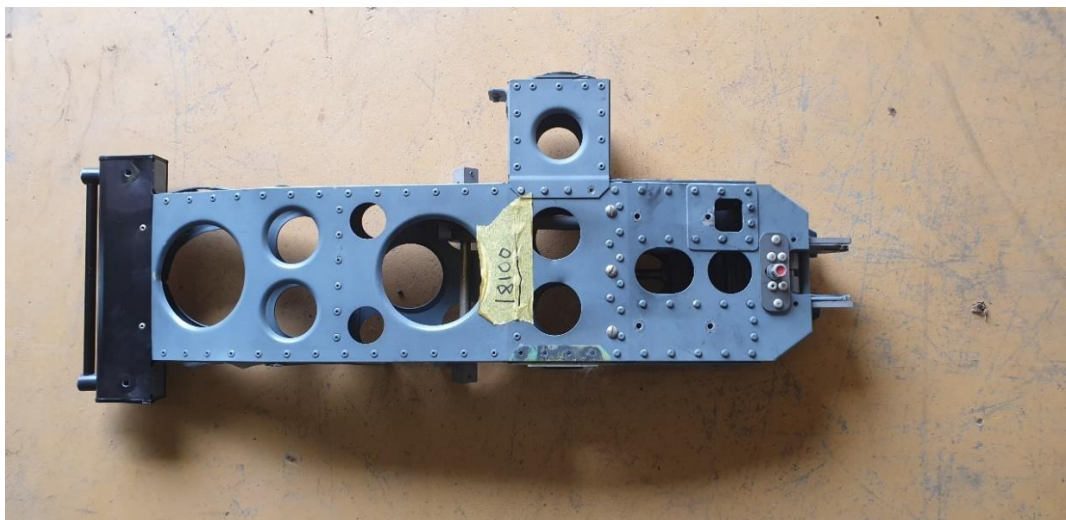


Figure 2: Crack location indicated by tape.



Figure 3: After the seat spine was disassembled, these defects were found

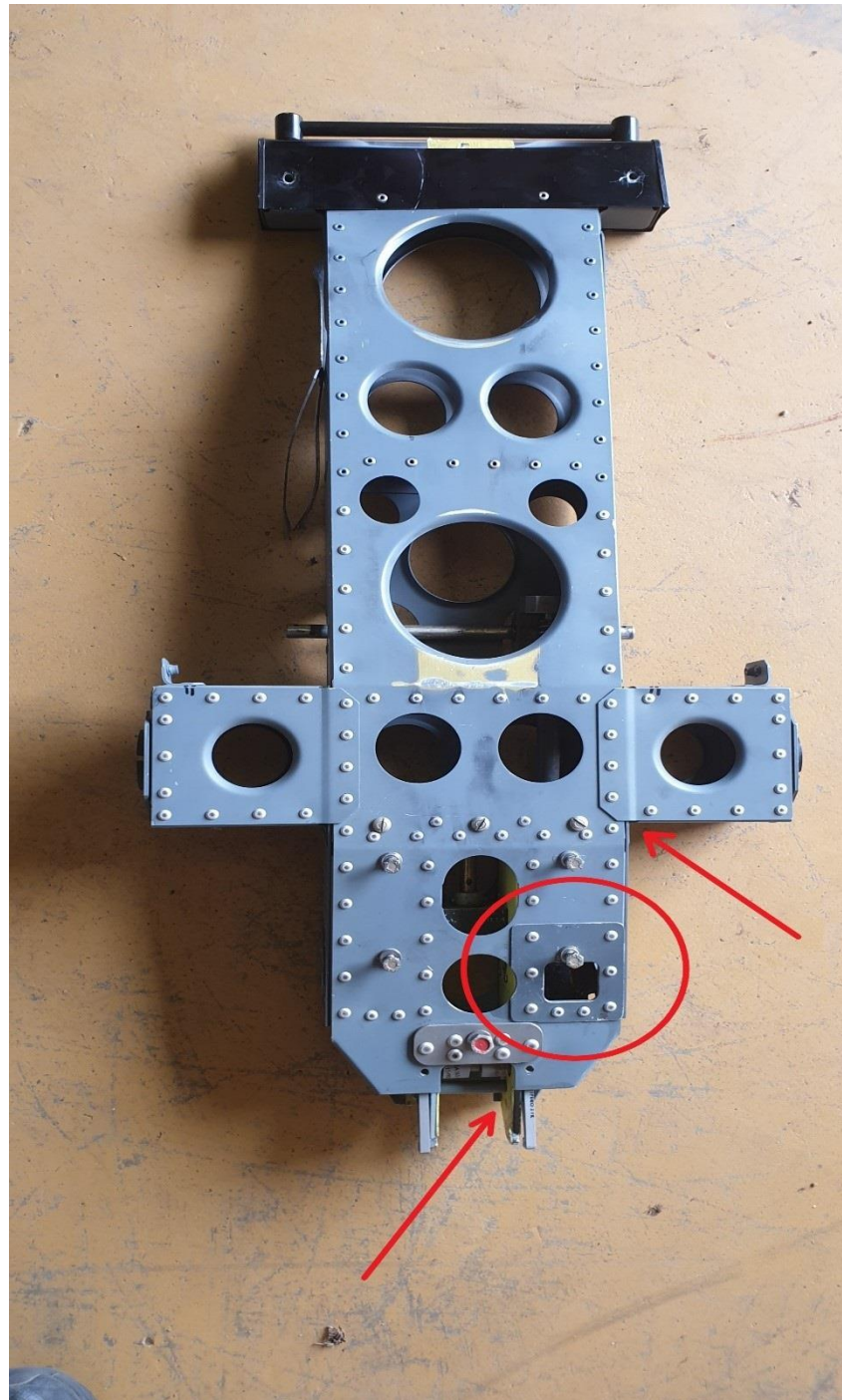


Figure 4: Circled area showing doubler repair which appears to be undocumented/unapproved. Arrows indicate areas where cracks are known to occur.



4. Recommendations

It is recommended that the following actions be taken:

1. At the earliest opportunity, perform a visual inspection using a bright light and a mirror (if required) to determine if the installed seat has any obvious defects, like new cracking in unrepaired structure or failure of an existing repair.
2. Seat removal may be warranted if overall external condition indicates that there may be other structural damage not observable with the seat installed.
3. Review the aircraft maintenance records to determine the approval basis for any repairs that appear to be AC43 type repairs. If there is doubt, a person authorised under Part 21M/21J may need to review and approve any rectification to such a repair.
4. Advise CASA or an Authorised person if any repair is found to be undocumented.
5. If the OEM is unable to provide a repair scheme or replacement parts, then CASR Part 21M/21J approval should be sought for any repair.
6. Any defects discovered should be reported via Defect Reporting System (DRS) in the normal manner.

5. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link email address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

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