

Fokker 100 - Airworthiness

The Fokker 100 was originally certificated by the Dutch Airworthiness authorities in 1988. Subsequently it was also certificated by EASA, FAA, Australian CAA, Transport Canada and numerous other airworthiness authorities around the world. As such the Fokker 100 has been certificated for operations based in close to 70 countries.

Continued airworthiness of the aircraft is guaranteed by the certificated maintenance program, including up-to-date issues of the Maintenance Review Board (MRB) report, the Aircraft Maintenance Manual (AMM), the Airworthiness Limitations Section (ALS) and Airworthiness Directives (AD).

Fokker Services as Type Certificate Holder, and supervised by EASA, continuously analyzes in-service experience to improve the maintenance program, enabling e.g. extensions of task intervals.

Particular aircraft aging effects are fully addressed by the maintenance program. E.g. corrosion is dealt with by general zonal or specific surveillance inspections in the MRB report and as such is an integral part of the maintenance program. Given the wide-scale use of hot-bonded structures on all Fokker aircraft, corrosion has always been less prevalent as compared to many other aircraft types. The certificated life of the Fokker100 is 90,000 landings or flight hours, whichever comes first, without an airframe calendar life limit, and airframe test articles have been physically tested to at least 180,000 cycles. The maintenance program integrates many Fatigue and Damage Tolerance (FDT) tasks.

The whole concept of *continued airworthiness*, from original type certification to phase out of the final few aircraft some 50 years later, has been developed by leading airworthiness authorities in the world, principally FAA, EASA and the UK CAA. It has become the standard, proven and most effective tool to control safety from a physical condition perspective for all Western World aircraft types. As such, aircraft age restrictions as imposed by some countries, either at import or while already on a national register of certain countries, ignore the industry standard of *continued airworthiness*.