

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 15-007</p> <p>Date: 23 January 2015</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
Design Approval Holder's Name: FOKKER SERVICES B.V.		Type/Model designation(s): F28 aeroplanes
TCDS Number:	EASA.A.037	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 05	Time Limits / Maintenance Checks – ALS Part 3 – Fuel Airworthiness Limitations – Implementation	
Manufacturer(s):	Fokker Aircraft B.V.	
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.	
Reason:	<p>Fokker Services published issue 5 of Engineering Report SE-672, containing Fuel Airworthiness Limitation Items (ALIs) and Critical Design Configuration Control Limitations (CDCCLs). This report is Part 3 of the Airworthiness Limitations Section (ALS Part 3) of the Instructions for Continued Airworthiness, referred to in Section 06, Appendix 1, of the Fokker 70/100 Maintenance Review Board (MRB) document.</p> <p>The complete ALS currently consists of:</p> <p>Part 1 - Report SE-473, Certification Maintenance Requirements (CMRs), Part 2 - Report SE-623, ALIs and Safe Life Items (SLIs), and Part 3 - Report SE-672, Fuel ALIs and CDCCLs.</p> <p>The instructions contained in those reports have been identified as mandatory actions for continued airworthiness.</p> <p>For the reasons described above, this AD requires implementation of the maintenance actions as specified in ALS Part 3 of the Instructions for Continued Airworthiness, Fokker Services Engineering Report SE-672 at issue 5.</p>	
Effective Date:	[TBD: 14 days after final AD issue date]	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) From the effective date of this AD, accomplish all applicable maintenance tasks described in, and within the thresholds and intervals as specified in, Fokker Services Engineering Report SE-672 at issue 5, hereafter referred to as 'ALS Part 3'. (2) If, during accomplishment of any task as required by paragraph (1) of this AD, any discrepancies (as defined in ALS Part 3) are found, within the applicable compliance time specified in ALS Part 3, accomplish the applicable maintenance procedures for corrective actions in accordance with the approved maintenance documentation. If no compliance time is identified in ALS Part 3, accomplish the applicable corrective actions before next flight. If a detected discrepancy is not identified in ALS Part 3, before next flight, contact Fokker Services for approved instructions and accomplish those instructions accordingly. (3) Within 12 months after the effective date of this AD, revise the approved aircraft maintenance programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the tasks and associated thresholds and intervals described in ALS Part 3, as applicable to the aeroplane configuration. (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks as specified in Fokker Services Engineering Report SE-672 at issue 4, the new and/or more restrictive tasks, as defined in ALS Part 3, must be incorporated into the AMP to comply with paragraph (3) of this AD. (5) Compliance with the requirements of paragraph (3) constitutes compliance with the requirements of paragraphs (1) and (2) of this AD. After revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual tasks is recorded for demonstration of AD compliance on a continued basis. <p>Note: For affected Fokker F28 Mark 0070 and Mark 0100 aeroplanes registered in Europe, complying with the approved AMP as specified in paragraph (3) of this AD is required by Commission Regulation (EU) No 1321/2014, Part M.A.301, paragraph 3.</p> <ol style="list-style-type: none"> (6) Compliance with the requirements of paragraph (3) also constitutes compliance with the requirements of EASA AD 2014-0224, when related to tasks described in Fokker Services Engineering Report SE-672 at issue 4.
<p>Ref. Publications:</p>	<p>Fokker 70/100 Instructions for Continued Airworthiness, ALS Part 3, Fokker Services Engineering Report SE-672 issue 5, release date 11 December 2014.</p> <p>The use of later approved revisions of this report is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 20 February 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, 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@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.