



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-017

Issued: 04 February 2021

Note: This Proposed Airworthiness Directive (PAD) 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.

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 date indicated.

Design Approval Holder's Name:

FOKKER SERVICES B.V.

Type/Model designation(s):

F28 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.037

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Forward Pressure Bulkhead – Inspection

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F28 Mark 0070 and Mark 0100 aeroplanes, serial number (s/n) 11312, and s/n 11346 to 11585 inclusive.

Definitions:

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

The SB: Fokker Services Service Bulletin (SB) SBF100-53-134, including SB Change Notification (SBCN) SBF100-53-134/REV-/01.

Reason:

An occurrence was reported where a crack was found on the forward pressure bulkhead web plate of a Fokker F28 Mark 0070 aeroplane, at the edge of a bonded doubler. At the time of the finding, the occurrence aeroplane had accumulated approximately 37 000 flight cycles (FC).

This condition, if not corrected, could lead to sudden in-flight decompression of the aeroplane, possibly resulting in injury to occupants.



To address this potential unsafe condition, Fokker Services issued the SB, providing inspection instructions for certain aeroplanes that had a bonded doubler pressure bulkhead modification embodied on the production line, and that have accumulated a number of FC sufficient to have developed cracks similar to the reported occurrence.

For the reason described above, this AD requires, for certain aeroplanes, a one-time special detailed inspection (SDI) of the forward bulkhead to detect cracks and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires reporting of the inspection results.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For aeroplanes that, on the effective date of this AD, have accumulated or exceeded 32 000 FC, within 12 months after the effective date of this AD, accomplish an SDI in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the SDI as required by paragraph (1) of this AD, any crack is found, before next flight, contact Fokker Services for approved repair instructions and accomplish those instructions accordingly.

Reporting:

- (3) Within 30 days after the SDI as required by paragraph (1) of this AD, report the results (including no findings) to Fokker Services. This can be accomplished in accordance with the instructions of the SB.

Ref. Publications:

Fokker Services SBF100-53-134 dated 05 January 2021, amended by SBCN SBF100-53-134/REV-/01 dated 07 January 2021.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 04 March 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.

4. 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 AOG-desk +31-88-6280-888, E-mail: technicalservices@fokker.com.
The referenced publication can be downloaded from www.myfokkerfleet.com.

