



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 21-068**

**Issued: 10 May 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.

### Modification Description:

Dual Non-Activated GNSS Unit and Antenna Installation

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

**STC Number:** EASA Supplemental Type Certificate (STC) 10068342 (original issue)

**Foreign AD:** Not applicable

**Supersedure:** Not applicable

## ATA 05 – Time Limits / Maintenance Checks – Damage Tolerance of Fatigue Critical Structure – Implementation

### Manufacturer(s):

Boeing

### Applicability:

Boeing 747-400F aeroplanes, if EASA STC 10068342 at original issue has been embodied.

### Definitions:

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

**The EB:** Fokker Services Engineering Bulletin (EB) B747-0023.

**The updated ICA Supplement:** Fokker Services Instructions for Continued Airworthiness (ICA) Supplement B747-GNSS-ICA-S-001-CUS original issue (1).

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For



affected Boeing B747 aeroplanes registered in Europe, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

**New and/or more restrictive tasks:** This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the updated ICA Supplement (as defined in this AD) since the previous ICA Supplement that is currently incorporated in the AMP.

**Reason:**

At the time of approval of Fokker Services EASA STC 10068342, the ICA Supplements ref. B747-GNSS-ICA-S-001-ASL original issue (1), B747-GNSS-ICA-S-001-AZG original issue (1), B747-GNSS-ICA-S-001-CLX original issue (1) and B747-GNSS-ICA-S-001-RUN original issue (1) were issued, having the same content, but being applicable to different aeroplanes and operators. Since these documents were issued, Fokker Services published the EB and the updated ICA Supplement, replacing these 4 documents, introducing new and/or more restrictive tasks.

Failure to accomplish these instructions could result in an unsafe condition.

For the reason described above, this AD requires accomplishment of the actions as specified in the updated ICA Supplement.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks:**

- (1) From the effective date of this AD, within the threshold and intervals specified in the updated ICA Supplement, accomplish all applicable maintenance tasks.

**Corrective Action(s):**

- (2) In case of finding discrepancies (as defined in the updated ICA Supplement) during accomplishment of any task as required by paragraph (1) of this AD, before next flight, contact Fokker Services for approved corrective action instructions and accomplish those instructions accordingly.

**AMP Revision:**

- (3) Within 12 months after the effective date of this AD, revise the AMP by incorporating the limitations, tasks and associated thresholds and intervals described in updated ICA Supplement, as applicable, depending on aeroplane configuration.

**Recording AD compliance:**

- (4) When the AMP of an aeroplane has been revised as required by paragraph (3) of this AD, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) of this AD, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.



**Ref. Publications:**

Fokker Services EBB747-0023 original issue dated 29 March 2021.

Fokker Services ICA Supplement B747-GNSS-ICA-S-001-CUS original issue (1), dated 01 April 2021.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 07 June 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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. Upload your question through your myaircraftfleet account. The referenced publications can be downloaded through your [www.myaircraftfleet.com](http://www.myaircraftfleet.com) account.

