



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-034**

**Issued: 25 March 2022**

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 – Stubwing Bay Area Skin – Inspection

**Manufacturer(s):**

Fokker Aircraft B.V.

**Applicability:**

F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.

**Definitions:**

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

**The SB:** Fokker Services SBF100-53-135.

**Reason:**

Occurrences have been reported of finding cracks in an F28 Mk 0100 at the upper and lower fastener holes of a repair plate, located within the boundaries of the stubwing, which had been applied to repair heat damage. The cracks were found about 32 000 flight cycles (FC) since the repair plate was installed. This is earlier than expected, suggesting reduced crack growth resistance due to overheated aluminium.



This condition, if not detected and corrected, could lead to reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Fokker Services issued the SB, providing inspection instructions.

For the reasons described above, this AD requires a one-time inspection of the fuselage skin in the stubwing bay area to determine whether a heat damage repair is installed within the boundaries of the stubwing, a follow-on inspection of any such repaired area(s) for cracks and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within 3 months after the effective date of this AD, inspect the fuselage skin in the stubwing area in accordance with the instructions of the SB.
- (2) If, during the inspection as required by paragraph (1) of this AD, fuselage skin repairs are found that do not extend above and below the stubwing, before exceeding 32 000 FC after installation of the affected fuselage skin repair, or within 12 months after the effective date of this AD, whichever occurs later, accomplish a high-frequency eddy-current (HFEC) inspection of the repaired area(s) in accordance with the instructions of the SB.
- (3) If, during the HFEC inspection as required by paragraph (2) of this AD, no cracks are detected, within 30 days, contact Fokker Services for approved damage tolerance inspection (DTI) instructions and, within the threshold and intervals indicated therein, accomplish those instructions accordingly, including any follow-up corrective action(s).

#### **Corrective Action(s):**

- (4) If, during the HFEC inspection as required by paragraph (2) of this AD, cracks are detected, before next flight, contact Fokker Services for approved repair instructions and accomplish those instructions accordingly.

#### **Reporting:**

- (5) Within 30 days after the inspection as required by paragraph (1) or (2) of this AD, as applicable, report the results to Fokker Services. This can be accomplished in accordance with the instructions (reporting sheet) of the SB.

#### **Ref. Publications:**

Fokker Services SBF100-53-135 original issue dated 07 March 2022, or Revision 1 dated 17 March 2022.

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 08 April 2022.
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, Telephone +31-88-6280-350, Fax +31-88-6280-111, E-mail: [technicalservices@fokkerservices.com](mailto:technicalservices@fokkerservices.com).  
The referenced publication can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

