



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-156**

**Issued: 17 November 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:** This AD supersedes EASA AD 2022-0027 dated 18 February 2022.

## ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 2 – Airworthiness Limitations Items and Safe Life Items – Implementation

**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 ALS:** Fokker 70/100 Instructions for Continued Airworthiness, Airworthiness Limitations Section (ALS) Part 2, Fokker Services Engineering Report SE-623 issue 22.

**The AMP:** The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aeroplane. For F28 aeroplanes operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



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

**Reason:**

Fokker Services Engineering Report SE-623 contains the Airworthiness Limitation Items (ALIs) and Safe Life Items (SLIs) for Fokker F28 Mark 0070 and Mark 0100 aeroplanes. This report is Part 2 of the ALS of the Instructions for Continued Airworthiness, referred to in Section 06, Appendix 1, of the Fokker 70/100 Maintenance Review Board document.

The complete ALS consists of:

Part 1 - Report SE-473, Certification Maintenance Requirements (CMRs) – ref. [EASA AD 2015-0027](#),  
 Part 2 - Report SE-623, ALIs and SLIs – ref. [EASA AD 2022-0027](#), and  
 Part 3 - Report SE-672, Fuel ALIs and CDCCLs – ref. [EASA AD 2015-0032](#).

The instructions contained in those reports have been identified as mandatory actions for continued airworthiness. Failure to accomplish these actions could result in an unsafe condition.

Previously, EASA issued AD 2022-0027, requiring the actions described in Report SE-623 at issue 21.

Since that AD was issued, Fokker Services published the ALS, as defined in this AD, introducing new and/or more restrictive tasks and limitations.

For the reason described above, this AD retains the requirements of AD 2022-0027, which is superseded, and requires implementation of the actions as specified in the ALS.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks:**

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration:
  - (1.1) Replace each component before exceeding the applicable life limit, and
  - (1.2) Within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' pages of the ALS include specific compliance times for certain tasks.

**Corrective Action(s):**

- (2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the applicable compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable Fokker Services maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified



in the ALS, before next flight, contact Fokker Services for approved 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 the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

**Credit:**

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous issue of Fokker Services Engineering Report SE-623, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the applicable new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

**Recording AD Compliance:**

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, 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) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

**Ref. Publications:**

Fokker 70/100 Instructions for Continued Airworthiness, ALS Part 2, Fokker Services Engineering Report SE-623 issue 22 dated 01 July 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 15 December 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).

