



# Notification of a Proposal to Cancel an Airworthiness Directive

**PAD No.: 22-168-CN**

**Issued: 08 December 2022**

Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice (CN) 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 cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD-CN 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: same day as AD-CN issue date]

**TCDS Number(s):** EASA.A.037

**Foreign AD:** Not applicable

**Cancellation:** This Notice proposes to cancel CAA Netherlands (RLD) AD (BLA) 1995-076/3 dated 28 November 1997, which superseded and cancelled AD (BLA) 1995-076/2 dated 30 August 1996.

## ATA 53 – CANCELLED: Fuselage – Stubwing Upper Skin – Inspection / Repair

**Manufacturer(s):**

Fokker Aircraft B.V.

**Applicability:**

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

**Definitions:**

For the purpose of this PAD-CN, the following definitions apply:

**The applicable SB:** Fokker Services Service Bulletin (SB) SBF100-36-026, SBF100-53-084 and SBF100-53-087.

**Reason:**

Occurrences were reported of bleed air leakage problems at corrugated seals of the stage 7 low-pressure (LP) and stage 12 high-pressure (HP) check-valves, which are located in the stub wings (engine pylons).



This condition, if not detected and corrected, could lead to hot air leakage, possibly resulting in damage to the fuselage skin and stubwing structure, with consequences for the aeroplane's structural integrity.

Previously, CAA Netherlands issued AD (BLA) 1995-076 (later revised) to prevent extensive damage, requiring, through the applicable SB, a one-time visual inspection of the affected fuselage skin area and a leak test of the bleed air system, and, depending on findings, further inspections and repairs. Based on the inspection results, it was determined that, unless an aeroplane was modified in accordance with Fokker Services (optional) SBF100-36-027, repetitive inspections of the affected areas were necessary. Consequently, CAA Netherlands issued AD (BLA) 1995-076/3, retaining the requirements of BLA 1995-076/2, which was superseded/cancelled, extending the Applicability, and introducing repetitive inspections of the fuselage skin in the stub wings for heat damage and, depending on findings, repair of the affected area.

Since that AD was issued, a full re-assessment of the inspections and repairs on the fuselage skin within the stub wing area has resulted in revisions of the applicable Structural Repair Manual (SRM), Maintenance Review Board Report (MRBR) and Aircraft Maintenance Manual (AMM). These actions are considered adequate to address the safety concern described in BLA 1995-076/3, which is no longer considered to be an unsafe condition that would warrant AD action under Regulation (EU) [748/2012](#), Part 21.A.3B.

For the reasons described above, this Notice proposes to cancel CAA Netherlands AD (BLA) 1995-076/3. Following issuance of the Final EASA AD-CN, the applicable SB are expected to be revised/superseded accordingly.

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

None

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

Fokker SB F100-36-026 original issue dated 05 July 1995, or Revision 1 dated 06 July 1996.

Fokker SB F100-36-027 original issue dated 21 March 1997.

Fokker SB F100-53-084 original issue dated 06 July 1996.

Fokker SB F100-53-087 original issue dated 17 November 1997.

Temporary Revisions (TR) 53-05 (F28 Mk.0070) and 53-10 (F28 Mk.0100) to chapter 53-00-02 of the SRM, issue date 30 November 2022.

Fokker 70/100 MRBR Revision 18 dated 24 October 2022, tasks 534109-00-04 and 534109-01-04.

Fokker 70/100 AMM, issue date 01 December 2022, tasks 53-40-00-200-986-A and 53-40-00-200-986-B.

#### **Remarks:**

1. This Proposed AD-CN will be closed for consultation on 05 January 2023.



2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content this PAD-CN, 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 publications can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

