



## Airworthiness Directive

**AD No.:** 2025-0250

**Issued:** 10 November 2025

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

FOKKER SERVICES B.V.

**Type/Model designation(s):**

F28 aeroplanes

**Effective Date:** 24 November 2025

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 53 – Fuselage – Frame Inboard Boom – Inspection

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**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 Service Bulletin (SB) SBF100-53-138.

**Affected area:** Station 12447 (for Fokker F28 Mark 0070 aeroplanes) or Station 14911 (for Fokker F28 Mark 0100 aeroplanes), connecting strip and extruded angles at the joint of the wing front spar end fitting to the frame, both left-hand and right-hand sides.



**Groups:**

Table 1 – Groups Definitions

<b>Aeroplane Groups</b>	<b>Flight Cycles (FC) accumulated since aeroplane first flight on the effective date of this AD</b>
Group 1 aeroplanes	Less than 40 000 FC
Group 2 aeroplanes	More than, or equal to, 40 000 FC but less than 50 000 FC
Group 3 aeroplanes	More than, or equal to, 50 000 FC

**Reason:**

A report of a crack in the affected area was reported on a Fokker F28 Mark 0100 aeroplane. This area transfers loads between the wing front spar and the fuselage.

This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

To address this potential unsafe condition, Fokker Services issued the SB, as defined in this AD, to provide inspection instructions of the affected area.

For the reason described above, this AD requires a one-time inspection, and, depending on findings, accomplishment of corrective actions of the affected area.

This AD also requires reporting of inspection results to Fokker Services.

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

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

**Inspection:**

- (1) Within the compliance time as specified in Table 2 of this AD, as applicable, accomplish the inspection of the affected area in accordance with the instructions of the SB.

Table 2 – Compliance Time

<b>Aeroplane Group</b>	<b>Compliance Time</b> (whichever occurs first after the effective date of this AD)
Group 1 aeroplanes	Before exceeding 42 000 FC
Group 2 aeroplanes	Within 24 months or 2 000 FC, but not exceeding 51 000 FC since aeroplane first flight
Group 3 aeroplanes	Within 12 months or 1 000 FC



**Corrective Action(s):**

- (2) If during the inspection, as required by paragraph (1) of this AD, any crack is detected, before next flight, contact Fokker Services for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

**Reporting:**

- (3) If during the inspection, as required by paragraph (1) of this AD, no crack is detected, within 30 days after that inspection, or after the effective date of this AD, whichever occurs later, report the inspection result to Fokker Services. The SB provides instructions which are acceptable to comply with this requirement.

**Ref. Publications:**

Fokker Services SB SBF100-53-138 initial issue dated 06 October 2025.

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

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 09 October 2025 as PAD 25-156 for consultation until 06 November 2025. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
5. For any question concerning the technical content of the requirements in this AD, 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, or E-mail: [technicalservices@fokkerservices.com](mailto:technicalservices@fokkerservices.com).  
The referenced publication can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

