



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-156

Issued: 09 October 2025

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 – Frame Inboard Boom – 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 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

Aeroplane Groups	Flight Cycles (FC) accumulated since aeroplane first flight on the effective date of this AD
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

Aeroplane Group	Compliance Time (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. This Proposed AD will be closed for consultation on 06 November 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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, or E-mail: technicalservices@fokkerservices.com.
The referenced publication can be downloaded from www.myfokkerfleet.com.

