



European Union Aviation Safety Agency

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-019

Issued: 02 February 2026

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 2022-0260 dated 20 December 2022.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 2 –Airworthiness Limitations Items and Safe life Items – Amendment

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 Limitation Section (ALS) Part 2, Fokker Services (FS) Engineering Report SE-623 Issue 23.

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 aircraft. For aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



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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, as applicable, which were introduced into the ALS, as defined in this AD, since the previous ALS revision that is currently incorporated in the AMP.

Reason:

FS 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 ALS Part 2 of the Fokker 70/100 Instructions for Continued Airworthiness, referred to in Section 06, Appendix 1, of the Fokker 70/100 Maintenance Review Board document. The instructions contained in this report have been identified as mandatory actions for continued airworthiness.

Failure to accomplish these actions could result in an unsafe condition.

Previously, EASA issued AD 2022-0260, requiring the actions described in Report SE-623 at Issue 22.

Since that AD was issued, FS published the ALS, introducing new and/or more restrictive tasks and limitations.

For the reason described above, this AD retains the requirements of EASA AD 2022-0260, which is superseded, and requires implementation of the actions as specified in the ALS.

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:

Maintenance Tasks and Replacement of Life Limited Parts:

- (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 (retirement) limit, and
 - (1.2) Within the thresholds and intervals (see Note 1 of this AD), accomplish the 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, before next flight, contact FS for approved instructions and accomplish those instructions accordingly.



AMP Revision:

(3) Within 12 months after the effective date of this AD, revise the approved 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 limitation as specified in a previous issue of FS 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, FS Engineering Report SE-623 Issue 23 dated 23 December 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 02 March 2026.
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.



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