


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-094</p> <p>Date: 30 July 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>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 closing date indicated.</p>	
Design Approval Holder's Name: Fokker Services B.V.	Type/Model designation(s): F28 aeroplanes
TCDS Number: EASA.A.037	
Foreign AD: Not applicable	
Supersedure: None	
ATA 53	Fuselage – Forward Fuselage Butt-joints – Inspection / Repair
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, serial numbers as listed in Fokker Services Service Bulletin (SB) SBF100-53-118 Revision 1 dated 6 July 2012.
Reason:	<p>A report has been received of a crack, detected in a butt-joint on the forward fuselage of an F28 Mark 0100 aeroplane, above the passenger door. Investigation results revealed that, depending on the configuration of the aeroplane, four butt joints in the forward fuselage can be affected, at stringers 8, 37, 42 and 67 between fuselage stations 3850 and 5305.</p> <p>This condition, if not detected and corrected, can result in an exponential crack growth rate, possibly leading to failure of the butt-joint over a certain length and consequent in-flight decompression of the aeroplane.</p> <p>For the reasons described above, this AD requires repetitive inspections of the forward fuselage butt joints for cracks and, when a crack is detected, accomplishment of a temporary repair and reporting the findings to Fokker Services. In addition, this AD requires a permanent repair/modification.</p> <p>The repetitive inspections will be incorporated into a new revision of Fokker Services ALS Report SE-623, for which a new AD is expected to be published.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before accumulating 35 000 flight cycles (FC) or within 8 months after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 3 000 FC, inspect the forward fuselage butt-joints for cracks in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-118. (2) As an alternative method to the inspections as required by paragraph (1) of this AD, it is acceptable to accomplish detailed visual inspections of the butt-joints from the inside of the fuselage, provided these are accomplished within the compliance times specified in paragraph (1) of this AD. To gain access to the area from the inside, several components must be removed that will need to be reinstalled and tested after the inspection, in accordance with the procedures in the applicable Airplane Maintenance Manual. (3) If, during any inspection as required by paragraph (1) or as specified in paragraph (2) of this AD, as applicable, a crack is detected, before next flight, accomplish a temporary repair in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-118, or accomplish the terminating repair in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-119. (4) The temporary repair of a fuselage frame bay of an aeroplane in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-118, which can also be done when no cracks are found, constitutes terminating action for the repetitive inspections as required by paragraph (1) or as specified in paragraph (2) of this AD, as applicable, for the affected frame bay of that aeroplane. (5) Within 30 days after finding a crack during any inspection as required by paragraph (1) or as specified in paragraph (2) of this AD, as applicable, send a report to Fokker Services by using the Reporting Form (figure 14 and/or figure 15) of Fokker Services SBF100-53-118. (6) Before accumulating 50 000 FC, or within 8 months after the effective date of this AD, whichever occurs later, accomplish the terminating repair of the forward fuselage butt-joints in accordance with the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF100-53-119. (7) Repair or modification of an aeroplane as required by paragraph (6) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD, or as specified in paragraph (2) of this AD, as applicable. <p>Note: Fokker Services All Operators Message AOF100.174#02 provides additional information concerning the subject addressed by this AD.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-53-118 original issue dated 10 April 2012, or Revision 1 dated 6 July 2012.</p> <p>Fokker Services SBF100-53-119 dated 20 June 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 27 August 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. 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; facsimile +31-88-6280-111; e-mail: technicalservices@fokker.com.

	The referenced publication can be downloaded from www.myfokkerfleet.com .
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