


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 12-121</b></p> <p><b>Date: 17 September 2012</b></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>	
<b>Design Approval Holder's Name:</b> Fokker Services B.V.	<b>Type/Model designation(s):</b> F28 aeroplanes
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 53</b>	<b>Fuselage – Rear Pressure Bulkhead – Inspection / Repair</b>
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, serial numbers as listed in Fokker Services Service Bulletin (SB) SBF100-53-120 dated 15 May 2012.
Reason:	<p>Three reports have been received of a crack in the rear pressure bulkhead (RPBH) web, just below the horizontal beam XI between buttock lines BL425L and BL425R, in the centre web bay below the pressure relief valves.</p> <p>This condition, if not detected and corrected, could result in an exponential crack growth rate, possibly leading to failure of the affected RPBH web, resulting in in-flight decompression of the aeroplane and possible injury to occupants.</p> <p>A repetitive inspection requirement has been published in issue 10 of Fokker Services ALS Report SE-623 under task number 534106-00-05. The threshold to start this ALS-task is 30 000 flight cycles (FC). However, it is known that many aeroplanes have already exceeded this threshold.</p> <p>For the reasons described above, this AD requires a one-time inspection of the affected RPBH web for cracks and, depending on findings, accomplishment of a repair. The repair can also be applied at any time as a modification, thereby exempting the aeroplane from (further) repetitive ALS task 534106-00-05 inspections.</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"> <li>(1) Before accumulating 30 000 FC, or within 12 months after the effective date of this AD, whichever occurs later, inspect the affected RPBH web for cracks, either in accordance with Part 1 or in accordance with Part 2 of the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF100-53-120.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, either in accordance with Part 1, or in accordance with Part 2 of the Accomplishment Instructions of Fokker Services SBF100-53-120, a crack is detected, before next flight, except as specified in paragraph (5) of this AD, accomplish a repair in accordance with the instructions of Fokker Services SBF100-53-121.</li> <li>(3) When the aeroplane is inspected, as required by paragraph (1) of this AD, in accordance with Part 1 of the Accomplishment Instructions of Fokker Services SBF100-53-120 and no cracks are found, within 12 months after that inspection, inspect the aeroplane in accordance with Part 2 of the Accomplishment Instructions of Fokker Services SBF100-53-120.</li> <li>(4) If, during the inspection as required by paragraph (3) of this AD, any crack indication is detected, before next flight, accomplish a repair in accordance with the instructions of Fokker Services SBF100-53-121.</li> <li>(5) When the aeroplane is inspected, as required by paragraph (1) of this AD, in accordance with Part 2 of the Accomplishment Instructions of Fokker Services SBF100-53-120 and any crack indication is detected, an inspection in accordance with Part 1 of the Accomplishment Instructions of SBF100-53-120 can be accomplished to determine whether repair postponement is allowed. If, during this inspection, no cracks are found, within 12 months after the inspection where crack indication was first detected, accomplish a repair in accordance with the instructions of Fokker Services SBF100-53-121.</li> </ol> <p>Note: Fokker Services All Operators Messages AOF100.176 and AOF100.178 provide additional information concerning the subject addressed by this AD.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-53-120 dated 15 May 2012.</p> <p>Fokker Services SBF100-53-121 dated 15 May 2012.</p> <p>Fokker Services All Operators Messages AOF100.176 dated 15 May 2012, and AOF100.178 dated 10 September 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"> <li>1. This Proposed AD will be closed for consultation on 15 October 2012.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: <a href="mailto:technicalservices@fokker.com">technicalservices@fokker.com</a>. The referenced publication can be downloaded from <a href="http://www.myfokkerfleet.com">www.myfokkerfleet.com</a>.</li> </ol>