

<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 13-049</b></p> <p><b>Date: 22 March 2013</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>	
<p><b>Design Approval Holder's Name:</b> FOKKER SERVICES B.V.</p>	<p><b>Type/Model designation(s):</b> F28 aeroplanes</p>
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 53</b>	<b>Fuselage – Centre Fuselage – Modification</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) SBF100-53-112 dated 31 January 2013.
Reason:	<p>From service experience, it was concluded that the fuselage frames, which act as back-up structure for the hook latch fitting brackets of the large cargo doors, are sensitive to fatigue cracking. To ensure the continued structural integrity with respect to fatigue, a repetitive inspection was included in the Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness under tasks 533026-00-03 and 533026-01-03.</p> <p>Since those tasks were implemented, it was determined, as part of a re-evaluation for Widespread Fatigue Damage, that the current repetitive fatigue inspections in the ALS do not provide a sufficient level of protection against fatigue-induced cracks.</p> <p>This condition, if not corrected, would affect the structural integrity of the centre fuselage.</p> <p>For the reasons described above, this AD requires modification of the affected fuselage frames.</p> <p>Post-modification inspections will be included in a revision to the ALS, which will likely be the subject of further AD action.</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> <p>(1) Before exceeding 60 000 flight cycles since first flight of the aeroplane, modify the affected fuselage frames in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-112.</p> <p>Note 1: Fokker Services All Operators Message AOF100.178#02 provides additional information concerning the subject addressed by this AD.</p> <p>(2) Modification of all affected fuselage frames on an aeroplane as required by paragraph (1) of this AD exempts that aeroplane from (further) repetitive inspections as specified in ALS task 533026-00-03 and 533026-01-03.</p> <p>Note 2: New post-modification inspection tasks 533026-02-03 and 533026-03-03 (including a high post-modification threshold) will be included in a new revision of the Fokker 70/100 ALS, planned for release before December 2013. The associated detailed post-modification inspection instructions are expected to be published before April 2018.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-53-112 dated 31 January 2013.</p> <p>Fokker Services All Operators Message AOF100.178#02 dated 31 January 2013.</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 19 April 2013.</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>