


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-074</p> <p>Date: 12 June 2013</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>Design Approval Holder's Name: FOKKER SERVICES B.V.</p>	<p>Type/Model designation(s): F28 aeroplanes</p>
<p>TCDS Number: EASA.A.037</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 51	Structures General – Center Wing Rear Spar – Modification
<p>Manufacturer(s): Fokker Aircraft B.V.</p>	
<p>Applicability: F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.</p>	
<p>Reason:</p> <p>Two cases have been reported of heavy aileron control caused by aileron cables stuck in a clump of ice in the wheel bay. Investigation results revealed that, in case of water accumulation on the top of the center wing torsion box inside the cabin (zones 171 and 172), the water drains through the existing drain holes/gaps in the web plates on top of the center wing rear spar. The water could then accumulate in the area where the aileron control cables are situated. With the freezing temperatures normally encountered during flight, ice accretion could occur near or even on the aileron control cables.</p> <p>This condition, if not corrected, could result in reduced control of the aeroplane.</p> <p>For the reasons described above, this AD requires the installation of drain tubes on the center wing rear spar.</p>	
<p>Effective Date: [TBD: 14 days after final AD issue date]</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <p>Within 36 months after the effective date of this AD, install water drain tubes on the center wing rear spar in accordance with the instructions of Fokker Services Service Bulletin (SB) SBF100-51-021.</p> <p>Note: More information on this subject can be found in Fokker Services All Operators Message AOF100.184.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-51-021 dated 23 April 2013.</p> <p>Fokker Services All Operators Message AOF100.184 dated 23 April 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"> 1. This Proposed AD will be closed for consultation on 10 July 2013. 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.