EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-171 **Date: 10 December 2014** 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.

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.

Design Approval Holder's Name:	**Type/Model designation(s):**
FOKKER SERVICES B.V.	F28 aeroplanes

TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None

ATA 53	**Fuselage – Skin Connection Angle and Pressure Bulkhead – Inspection**
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.
Reason:	Service experience with the Fokker 100 type design has shown that cracking can occur in the pressure bulkhead webplate and skin connection angle on the right hand (RH) side at station 14911 (station 12447 for F28 Mark 0070) at stringer 67 of fuselage section 2, before reaching the existing threshold for inspection per ALS task 533016-00-03 (F28 Mark 0100) or task 533016-01-03 (F28 Mark 0070). Any cracks in this area are not visible from the outside (covered by fairing) until they reach a critical length. This condition, if not detected and corrected, could lead to sudden in-flight decompression of the aeroplane, possibly resulting in injury to occupants. To address this potential unsafe condition, Fokker Services published Service Bulletin (SB) SBF100-53-128, which provides inspection instructions to detect any crack in the affected area. For the reasons described above, this AD requires a one-time inspection of the affected pressure bulkhead webplate and skin connection angle, and, depending on findings, accomplishment of applicable corrective action(s). This AD is considered to be an interim action and further AD action may follow, possibly to lower the current ALS task threshold, if justified by the inspection results.
Effective Date:	[TBD: 14 days after final AD issue date]

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<td>Required Action(s) and Compliance Time(s):</td>
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Required as indicated, unless accomplished previously:

(1) Within the compliance time as specified in Table 1 of this AD, as applicable, inspect the pressure bulkhead webplate and skin connection angle on the RH side at station 14911 (for F28 Mark 0100), or station 12447 (for F28 Mark 0070) at stringer 67 of fuselage section 2, in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-128.

Table 1 – Inspection
<table>
<tr><th>Flight cycles (FC) accumulated on the effective date of this AD</th><th>Compliance Time</th></tr>
<tr><td>Less than 40 000 FC (see Note)</td><td>Before exceeding 40 750 FC, or within 2 000 FC, whichever occurs first after the effective date of this AD</td></tr>
<tr><td>40 000 FC or more</td><td>Within 750 FC after the effective date of this AD</td></tr>
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Note: This AD does not require action for aeroplanes that, on the effective date of this AD, have accumulated less than 30 000 FC.

(2) If, during the inspection as required by paragraph (1) of this AD, any crack is found in the skin connection angle, but none in the pressure bulkhead webplate, within 4 000 FC after crack detection, repair the skin connection angle in accordance with the instructions of Fokker Services SBF100-53-129 [to be issued].

(3) If, during the inspection as required by paragraph (1) of this AD, any crack is found in the pressure bulkhead webplate which does not reach the vertical stiffener (BL800R), before next flight, stop-drill the crack, and, within 2 000 FC after crack detection, re-inspect the area in accordance with the Accomplishment Instructions of Fokker Services SBF100-53-128.

(4) If, during the inspection as required by paragraph (3) of this AD, no crack growth is found beyond the stop drill hole, within 4 000 FC after crack detection, repair the pressure bulkhead webplate in accordance with approved repair instructions provided by Fokker Services SBF100-53-129.

(5) If, during the inspection as required by paragraph (3) of this AD, any crack growth is found beyond the stop drill hole, before next flight, contact Fokker Services for approved repair instructions and accomplish those instructions accordingly, or repair the pressure bulkhead webplate in accordance with the instructions of Fokker Services SBF100-53-129 [to be issued].

(6) If, during the inspection as required by paragraph (1) of this AD, any crack is found in the pressure bulkhead webplate which reaches the vertical stiffener (BL800R), before next flight, contact Fokker Services for approved repair instructions and accomplish those instructions accordingly, or repair the pressure bulkhead webplate in accordance with the instructions of Fokker Services SBF100-53-129.

(7) Within 30 days after the inspection as required by paragraph (1) of this AD, report the results (including no findings) to Fokker Services in accordance with the instructions of Fokker Services SBF100-53-128.
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<td>Ref. Publications:</td>
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Fokker Services SBF100-53-128 original issue dated 12 November 2014.

Fokker Services SBF100-53-129 [to be issued].

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

More information on this subject can be found in Fokker Services All Operators Message AOF100.193.
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Remarks:	1. This Proposed AD will be closed for consultation on 07 January 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification 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; Fax +31-88-6280-111; E-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.