



## Airworthiness Directive

**AD No.:** 2020-0238

**Issued:** 04 November 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

FOKKER SERVICES B.V.

### Type/Model designation(s):

F28 aeroplanes

**Effective Date:** 18 November 2020

**TCDS Number(s):** EASA.A.037

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA – Airplane Flight Manual – Section Abnormal Procedures – Amendment

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### Manufacturer(s):

Fokker Aircraft B.V.

### Applicability:

F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The applicable AFM:** Fokker F28 Mark 0070 and F28 Mark 0100 Airplane Flight Manual (AFM), as applicable.

### Reason:

An occurrence was reported on a Fokker F28 Mark 0100 where, at the gate, a passenger door opened under residual cabin pressure, following the display of the CAB PRESS CTL alert during taxiing after landing. Prompted by this occurrence, the AFM procedures were reviewed and it was determined that the CABIN PRESSURIZATION CONTROL FAULT procedure may have the potential for misunderstanding, if the associated alert appears after landing.

This condition, if not corrected, could lead to further events of passenger door opening forcefully under residual cabin pressure at the gate, possibly resulting in injury to cabin crew and/or ground personnel.



To address this potential unsafe condition, Fokker Services updated the applicable AFM and published All Operators Message AOF100.224 to inform all operators.

For the reason described above, this AD requires amendment of the applicable AFM, introducing an improved Abnormal CABIN PRESSURIZATION CONTROL FAULT procedure.

### Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

#### AFM Amendment:

- Within 30 days after the effective date of this AD, amend the CABIN PRESSURIZATION CONTROL FAULT procedure in section 4.02.01 of the applicable AFM with the data specified in the AFM issue indicated in the Table 1 of this AD, as applicable to AFM version, inform all flight crews, and, thereafter, operate the aeroplane accordingly.

Table 1 – AFM Version / Issue

Model	AFM version	AFM issue
F28 Mk 0100	06	006
	08	007
	11	004
F28 Mk 0070	01	006
	02	
	03	

- For aeroplanes operated with an AFM version not identified in Table 1 of this AD, within 30 days after the effective date of this AD, contact Fokker Services to obtain the applicable AFM amendment instructions, incorporate the amendment in the AFM, inform all flight crews and, thereafter, operate the aeroplane accordingly.

#### Ref. Publications:

Fokker 70/100 All Operators Message AOF100.224 dated 21 July 2020.

#### Remarks:

- If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
- This AD was posted on 01 October 2020 as PAD 20-154 for consultation until 29 October 2020. No comments were received during the consultation period.
- Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
- Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on



a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, 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](mailto:technicalservices@fokker.com).  
The referenced publication can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

