EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0078 **Date: 06 May 2015** Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

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 –	**Airplane Flight Manual / Abnormal Procedures – Unpowered Aileron Actuator / Maximum Speed Reduction – Implementation**

Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.
Reason:	In the frame of a complementary aileron-wing flutter analysis performed by Fokker Services, it has been found that in case a hydraulic aileron actuator is not powered, while at least one aileron flutter damper is inoperative (latent failure), the maximum speed currently defined in the Airplane Flight Manual (AFM) is insufficient to meet the required safety margin. This condition, if not corrected, could lead to aileron flutter, possibly resulting in reduced control of the aeroplane. To address this potential unsafe condition, Fokker Services published an AFM change through Manual Change Notification – Operational (MCNO) F100-066 which introduces an additional step in the Abnormal Procedures for hydraulic failure and for abnormal flight control behaviour. This new step consists in a speed reduction to Vra (IAS 250kt / M 0.65) to restore a sufficient margin to the flutter speed. For the reasons described above, this AD requires incorporation of the amended abnormal procedures into the applicable AFM.
Effective Date:	20 May 2015

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 12 months after the effective date of this AD, amend the Abnormal Procedures section of the applicable AFM in accordance with the instructions of Fokker Services MCNO F100-066, inform all flight crews, and, thereafter, operate the aeroplane accordingly. (2) Amending the AFM as required by paragraph (1) of this AD can be accomplished by inserting a copy of MCNO F100-066 into the applicable AFM, or by incorporating a later (regular) revision of the applicable AFM which contains those amended Abnormal Procedures.
Ref. Publications:	Fokker Services MCNO F100-066 dated 01 December 2014. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 01 April 2015 as PAD 15-033 for consultation until 29 April 2015. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. 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; facsimile +31-88-6280-111; E-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.