


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 15-033</p> <p>Date: 01 April 2015</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>	
Design Approval Holder's Name: FOKKER SERVICES B.V.	Type/Model designation(s): 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:	<p>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.</p> <p>This condition, if not corrected, could lead to aileron flutter, possibly resulting in reduced control of the aeroplane.</p> <p>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 V_{ra} (IAS 250kt / M 0.65) to restore a sufficient margin to the flutter speed.</p> <p>For the reasons described above, this AD requires incorporation of the amended abnormal procedures into the applicable AFM.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (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:	<p>Fokker Services MCNO F100-066 dated 01 December 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 29 April 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; facsimile +31-88-6280-111; E-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.