EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2008-0088 **Date: 13 May 2008** 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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Fokker Services B.V.	F28 Mark 0100 aircraft

TCDS Number :	EASA A.037
Foreign AD:	Not applicable
Supersedure:	This Airworthiness Directive (AD) supersedes CAA Netherlands (CAA-NL) AD (BLA) 93-151 dated 01 November 1993.

ATA 76	**Engine Controls – Reverse Thrust Control Normal Maximum (Second) Detent – Replacement**
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0100 aircraft serial numbers 11244 thru 11256, 11259 thru 11261, 11263, 11268 thru 11275, 11277 and 11279, except those modified in accordance with Service Bulletin SBF100-76-016 at any revision. These aircraft are equipped with Rolls-Royce (Deutschland) TAY620-15 engines.
Reason:	In 1991, it was found that the override force for the normal maximum (second) detent for the reverse thrust control was too low. This could result in accidental selections of a too high reverse thrust level, which decreases the structural life of the horizontal stabilizer attachment. Therefore, CAA-NL issued BLA 91-042 to require the installation of a new second detent. Subsequently, interferences were reported on a number of modified (i.e. post-SBF100-76-008) aircraft between the new second detent and a surrounding moving part. These interferences were due to the combination of the new second detent and a particular pulley part number installed on those aircraft. For that reason, CAA-NL revised BLA 91-042 and issued BLA 93-151 to 'separate' the applicability for the different pulley part number installations. BLA 93-151 required the replacement of the second detent on unmodified (i.e. pre-SBF100-76-008) aircraft, and an inspection for interference and subsequent replacement of the second detent on modified aircraft, as described in Fokker SBF100-76-010. Recently, based on operational experience, it was decided to require the removal of the second detent on all TAY650-equipped F28 Mark 0100 aircraft, which is the subject of EASA AD 2008-0089. This decision prompted Fokker

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	Services to revise and republish Fokker SBF100-76-010 at Revision 1, deleting the TAY650-equipped F28 Mark 0100 aircraft serial numbers. For the reasons described above, this EASA AD retains the requirements of CAA-NL BLA 93-151, which is superseded, and limits the applicability to those aircraft equipped with TAY620-15 engines.
Effective Date:	27 May 2008
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For aircraft on which SBF100-76-008 has already been incorporated: (a) Within 1 500 flight cycles (FC) after 01 December 1993 (the effective date of BLA 93-151), inspect for adequate clearance between the second detent and surrounding moving parts in accordance with Part 1 of the Accomplishment Instructions of Fokker SBF100-76-010; (b) If interference is found during the inspection, before the next flight, install a new second detent in accordance with Part 2 of the Accomplishment Instructions of Fokker SBF100-76-010; (c) If inadequate clearance but no interference is found during the inspection, within 250 FC after the inspection, install a new second detent in accordance with Part 2 of the Accomplishment Instructions of Fokker SBF100-76-010; (d) If adequate clearance is found during the inspection, within 3 000 FC after the inspection, install a new second detent in accordance with Part 2 of the Accomplishment Instructions of Fokker SBF100-76-010; (2) For aircraft on which SBF100-76-008 is not yet incorporated: Within 500 FC after 01 December 1993 (the effective date of BLA 93-151), install a new second detent in accordance with Part 2 of the Accomplishment Instructions of Fokker SBF100-76-010.
Ref. Publications:	Fokker Services SBF100-76-010 original issue dated 31 October 1993 or Revision 1 dated 12 December 2007. 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 2008 as PAD 08-041 for consultation until 29 April 2008. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: Fokker Services B.V., Technical Services Dept., P.O.Box 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone (31) 252-627-350; facsimile (31) 252-627-211; e-mail: technicalservices.fokkerservices@stork.com The referenced publications can be downloaded from www.myfokkerfleet.com

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