EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0010 **Date: 14 January 2013** 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 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].

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 76	**Engine Controls – Thrust Control Setting Adjustment – Inspection**
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers, if equipped with Rolls-Royce Tay 620-15 engines.
Reason:	Recently, a Tay 620 engine multiple fan blade release event occurred on an F28 Mk. 0070 aeroplane. As a result, low energy fan blade fragments exited the engine by penetrating the engine nose cowl. Although the investigation is still on-going, one of the findings was an incorrect adjustment of the (emergency) maximum reverse thrust stop. Consequently, attempts to select (emergency) maximum reverse thrust led to stabilized engine operation in an N1 speed range that, in combination with other contributing factors, may have caused high fan blade stresses due to flutter. This condition, if not detected and corrected, could lead to further cases of multiple fan blade release, possibly resulting in damage to the aeroplane and injury to occupants. For the reasons described above, this AD requires a one-time inspection to verify the correct adjustment of the (emergency) maximum reverse thrust stop position and, if an incorrect adjustment is found, accomplishment of applicable corrective action(s). To support the investigation, this AD also requires that all findings are reported to Fokker Services.
Effective Date:	28 January 2013

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 500 flight cycles after the effective date of this AD, accomplish a one-time inspection on the adjustment of the (emergency) maximum reverse thrust setting and, if the adjustment is found in deviation from the specification provided in the applicable Aircraft Maintenance Manual, before next flight, accomplish the applicable corrective action(s) in accordance with the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF100-76-021. (2) If, during the 3 months preceding the effective date of this AD, an inspection and, depending on findings, corrective action, have already been accomplished on an aeroplane in accordance with the instructions of Fokker 70/100 Aircraft Maintenance Manual (AMM) Task 71-00-00-702-865-A, or Task 71-00-00-702-875-A, that action qualifies as compliance with the requirements of paragraph (1) of this AD for that aeroplane, provided no subsequent maintenance actions have been accomplished that may have changed the adjustment of the (emergency) maximum reverse thrust setting on that aeroplane. (3) Within 30 days after the inspection as required by paragraph (1) of this AD, report all inspection findings to Fokker Services in accordance with the Accomplishment Instructions of Fokker Services SBF100-76-021.
Ref. Publications:	Fokker Services SBF100-76-021 dated 18 December 2012. 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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.