EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0141 **Date: 12 July 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 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].

Design Approval Holder's Name:	**Type/Model designation(s):**
FOKKER SERVICES B.V.	F28 Mark 0100 aeroplanes

TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None

ATA 11	**Placards and Markings – Flight Compartment – Installation**
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0100 aeroplanes, all serial numbers, if equipped with TAY 650 engines.
Reason:	In the past, two F28 Mk.0100 aeroplanes with TAY 650-15 engines were involved in incidents as a result of uncontained engine fan blade failures. The fan blade failures occurred due to cracking of the fan blades, which was initiated under conditions of fan blade flutter. This fan blade flutter can occur during stabilized reverse thrust operation within a specific N1 RPM-range, known as Keep Out Zone (KOZ), which has been identified to be between 57% and 75% N1 RPM. To address this potential unsafe condition, CAA-NL issued AD (BLA) nr. 2002-119 for the aeroplane, while Luftfahrt-Bundesamt (LBA) Germany issued AD (LTA) 2002-090 (later revised) for the Rolls-Royce Tay engines. More recently, LBA AD 2002-090R1 was superseded by EASA AD 2013-0070. During stabilized forward thrust operation of an engine with the aeroplane stationary on the ground (e.g. maintenance engine ground running), the same type of fan blade flutter can occur. To ensure maintenance personnel awareness of the engine speed KOZ when performing engine ground running (in forward or reverse thrust), a caution placard must be introduced in the flight compartment. For the reasons described above, this AD requires the installation of a caution placard in the flight compartment, between the Standby Engine Indicator (SEI) and the Multi-Functional Display Unit (MFDU).
Effective Date:	26 July 2013

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously. Within 6 months after the effective date of this AD, install a caution placard in the flight compartment, between the SEI and the MFDU, in accordance with the instructions of Fokker Services Service Bulletin (SB) SBF100-11-027. Note: More information on this subject can be found in Fokker Services All Operators Message AOF100.177#05.
Ref. Publications:	Fokker Services SBF100-11-027 dated 18 April 2013. Fokker Services All Operators Message AOF100.177#05 dated 18 April 2013. The use of later approved revisions of these documents 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 12 June 2013 as PAD 13-075 for consultation until 10 July 2013. No comments were received during the consultation period. 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 publications can be downloaded from www.myfokkerfleet.com.