


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0055</p> <p>Date: 07 March 2014</p> <p>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.</p>
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: FOKKER SERVICES B.V.	Type/Model designation(s): F28 aeroplanes
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2008-0088 dated 13 May 2008.
ATA 76	Engine Controls – Reverse Thrust Control – Modification
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0100 aeroplanes, all serial numbers, if equipped with Rolls-Royce Deutschland TAY-620-15 engines, and F28 Mark 0070 aeroplanes, all serial numbers.
Reason:	<p>In 2008, EASA issued AD 2008-0088 to require installation of a modified normal maximum (second) detent reverse thrust on F28 Mark 0100 aeroplanes equipped with TAY 620 engines, except those already modified in accordance with Fokker Services Service Bulletin (SB) SBF100-76-016.</p> <p>Since that AD was issued, the investigation into a TAY 620 Multiple Fan Blade-Off (MFBO) event in September 2012 determined that fan flutter was the root cause. It was also determined that, under certain conditions, fan flutter can develop on TAY 620 engines when the N1 engine speed stabilizes within the range of 54 to 72 % for more than 7.5 seconds during reverse thrust operation.</p> <p>This condition, if not corrected, may lead to further MFBO events, possibly resulting in damage to the aeroplane.</p> <p>To address this potential unsafe condition, Fokker Services published SBF100-76-022 which provides instructions for removing the normal maximum (second) detent reverse thrust position and for changing the Airplane Flight Manual (AFM) of the affected aeroplanes.</p> <p>For the reasons described above, this AD supersedes EASA AD 2008-0088 and requires removal of the normal maximum (second) detent reverse thrust position and introduction of changes to the AFM.</p>
Effective Date:	21 March 2014

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) For aeroplanes in pre-SBF100-76-016 configuration, within 6 months after the effective date of this AD, modify the aeroplane by removing the normal maximum (second) detent for the reverse-thrust control in accordance with Part 2 of the accomplishment instructions of Fokker Services SBF100-76-022. (2) Concurrent with accomplishment of the modification as required by paragraph (1) of this AD, amend the applicable AFM as specified in Part 2 of the accomplishment instructions of Fokker Services SBF100-76-022 and Fokker Services Manual Change Notification - Operational Documentation (MCNO) F100-065. (3) For aeroplanes in post-SBF100-76-016 configuration, within 6 months after the effective date of this AD, amend the AFM as specified in part 1 of the accomplishment instructions of Fokker Services SBF100-76-022 and Fokker Services MCNO F100-065. <p>Note 1: Manual Change Notification – Maintenance Documentation (MCNM) F100-163 (attached to SBF100-76-022) introduces changes to the Aircraft Maintenance Manual to prevent engine operation in the N1 range of 54% to 72% during maintenance and to provide the instructions to be followed after any exceedance of the fan flutter related limitations, either during operation or during maintenance.</p> <p>Note 2: More information on the subject addressed by this AD can be found in Fokker Services All Operators Message AOF100.182#03.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-76-016 dated 30 November 2003, or Revision 1 dated 23 May 2012; SB was cancelled at Revision 2 dated 17 December 2013.</p> <p>Fokker Services SBF100-76-022 dated 17 December 2013.</p> <p>Fokker Services MCNO F100-065 dated 17 December 2013.</p> <p>Fokker Services AOF100.182#03 dated 17 December 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 05 February 2014 as PAD 14-031 for consultation until 05 March 2014. 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 publication can be downloaded from www.myfokkerfleet.com.