


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0089</p> <p>Date: 13 May 2008</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>
<p>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].</p>	
<p>Type Approval Holder's Name :</p> <p>Fokker Services B.V.</p>	<p>Type/Model designation(s) :</p> <p>F28 Mark 0100 aircraft</p>
<p>TCDS Number: EASA A.037</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This Airworthiness Directive (AD) supersedes CAA Netherlands (CAA-NL) AD (BLA) 91-042 issue 2 dated 01 November 1993.</p>	
ATA 76	Engine Controls – Reverse Thrust Control Normal Maximum (Second) Detent – Removal
<p>Manufacturer(s): Fokker Aircraft B.V.</p>	
<p>Applicability: F28 Mark 0100 aircraft, all serial numbers, if equipped with Rolls-Royce (Deutschland) TAY650-15 engines.</p>	
Reason:	<p>All F28 Mark 0100 aircraft with TAY650-15 engines were standard equipped with a normal maximum (second) detent on the reverse-thrust controls. The second detent was intended to provide the flight crew with an easy reference position for the selection of normal maximum reverse thrust for daily use if more than idle reverse thrust was required. CAA-NL BLA 91-042/2 was issued to require the replacement of the normal maximum (second) detent with an improved unit to eliminate the chance of selecting the wrong reverse thrust level. During the period 1997-1998, investigation revealed that stabilized operation in the N1 speed range of 57% to 75% in reverse thrust could lead to too high stresses on the fan blades of TAY650-15 engines, ultimately leading to structural damage of the fan blades.</p> <p>Consequently, CAA-NL issued BLA 2002-119 to require the amendment of the LIMITATIONS section of the Airplane Flight Manual (AFM) of F28 Mark 0100 aircraft equipped with TAY650-15 engines, prohibiting stabilized operation in the 57%-75% N1 speed range in reverse thrust. Because selection of the second detent could result in stabilized operation in the prohibited speed range, a number of operators decided to remove the normal maximum (second) detent in accordance with (recommended) Fokker Service Bulletin SBF100-76-014.</p> <p>However, since the introduction of the operational limitation as required by CAA-NL BLA 2002-119, occurrences have been reported of inadvertent selection of the (still present) second detent on unmodified aircraft, i.e. pre-</p>

	<p>SBF100-76-014.</p> <p>For the reasons described above, this EASA AD supersedes BLA 91-042/2 and requires the removal of the normal maximum (second) detent and the introduction of related AFM changes on all TAY650 equipped F28 Mk0100 aircraft.</p>
Effective Date:	27 May 2008
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 12 calendar months after the effective date of this AD, remove the normal maximum (second) detent for the reverse-thrust control in accordance with the accomplishment instructions of Fokker Services SBF100-76-014; (2) Concurrent with the accomplishment of the modification as required by paragraph (1) of this AD, amend the AFM as specified in Fokker Services Manual Change Notification - Operational Documentation (MCNO) F100-032 Revision 1 dated 21 September 2007 or using AFM pages supplied by Fokker Services.
Ref. Publications:	<p>Fokker Services SBF100-76-014 original issue dated 01 October 2001, or Revision 1 dated 01 June 2002, or Revision 2 dated 12 December 2007.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Fokker Services MCNO F100-032 Revision 1 dated 21 September 2007.</p>
Remarks :	<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 01 April 2008 as PAD 08-042 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