


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-075</p> <p>Date: 12 June 2013</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Design Approval Holder's Name: FOKKER SERVICES B.V.</p>	<p>Type/Model designation(s): F28 Mark 0100 aeroplanes</p>
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:	<p>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.</p> <p>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 More recently, LTA 2002-090R1 was superseded by EASA AD 2013-0070.</p> <p>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.</p> <p>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).</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <p>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.</p> <p>Note: More information on this subject can be found in Fokker Services All Operators Message AOF100.177#05.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-11-027 dated 18 April 2013.</p> <p>Fokker Services All Operators Message AOF100.177#05 dated 18 April 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. This Proposed AD will be closed for consultation on 10 July 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, 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.