


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 14-031</b></p> <p><b>Date: 05 February 2014</b></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>	
<b>Design Approval Holder's Name:</b> FOKKER SERVICES B.V.	<b>Type/Model designation(s):</b> F28 aeroplanes
TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2008-0088 dated 13 May 2008.
<b>ATA 76</b>	<b>Engine Controls – Reverse Thrust Control – Modification</b>
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:	[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> <ol style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(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.</li> </ol> <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 SBF100-76-022 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"> <li>1. This Proposed AD will be closed for consultation on 05 March 2014.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: <a href="mailto:technicalservices@fokker.com">technicalservices@fokker.com</a>. The referenced publication can be downloaded from <a href="http://www.myfokkerfleet.com">www.myfokkerfleet.com</a>.</li> </ol>