



**Nr. NL-2005-009**

Distribution : **L**

Date : June 30, 2005

Type Certificate Holder :

**FOKKER SERVICES B.V.**

(formerly Fokker Aircraft B.V.)

F28 Mark 0070 and Mark 0100

EASA Type Certificate Nr.

A.037

**Caution**

*This Airworthiness Directive is issued by the Minister of Transport, Public Works and Water Management in accordance with the Aviation Act 2001 (Wet Luchtvaart), Article 3.22. Airworthiness Directives affect aviation safety. These are regulations which require immediate attention. No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements thereof, unless otherwise agreed with the Authority of the State of Registry (EC2042/2003, M.A.201 & M.A.303).*

**Correction dated July 6, 2005**

THIS AIRWORTHINESS DIRECTIVE IS PUBLISHED BY THE CAA-NL :

- acting for and on behalf of the European Aviation Safety Agency (EASA), as Airworthiness Authority (ICAO Annex 8) of the State of Design for the affected product(s) with reference to 21A.3B (a) and (b); and
- has been approved under EASA Reference Number 2005-6043 dated June 28, 2005.

**Supersedure** : Not Applicable

**Subject** : ICE & RAIN PROTECTION - AC BUS TRANSFER POWER SYSTEM & WINDSHIELD ANTI-ICING SYSTEM WIRING - MODIFICATION

**Applicability** : Fokker Aircraft B.V. F28 Mark 0070 and Mark 0100 aircraft, all serial numbers

**Reason** :

Recently, a Fokker 70 (F28 Mark 0070) operator reported a case of electrical sparks coming out of the flight deck from a panel behind the left seat, a few minutes after take-off. The flight crew noticed a strong electrical smell without the presence of visible smoke. The flight crew decided to return to the airport where the aircraft made an uneventful landing. Investigation revealed that several contacts of connector J 4222A/P 4222B were burnt. From the evidence collected, the most likely cause of the event was an imbalance of the resistance of two contacts that are used in parallel in the LH windshield heating system, resulting in a too high current. Consequently, an overheat (burning) of the affected connector's contacts occurred. The overheat caused carbonising - thereby creating a conductive path between the contacts of the LH windshield heating system and the LH sliding window heating system. The conductive path resulted in a too high voltage on the LH sliding window, causing overheat of the LH sliding window heating element. This condition, if not corrected, could lead to further cases of electrical overload, causing failure of sliding window heating element(s) and creating the potential for arcing, smoke and fire in the cockpit area. Since a potentially unsafe condition has been identified that may exist or develop on aircraft of the same type design, this Airworthiness Directive requires a wiring modification of the AC Bus Transfer Power System and the RH and LH Windshield Anti-Icing System.

**Effective date** : July 15, 2005

**Mandatory Actions and Compliance Times** : Required as indicated, unless accomplished previously.

Within the next three (3) years after the effective date of this directive, modify the wiring distribution of the AC Bus Transfer Power System and the RH and LH Windshield Anti-Icing System, as applicable, in accordance with Part 2 Accomplishment Instructions of Fokker Service Bulletin (SB) F100-30-027 dated May 9, 2005 or a later CAA-NL approved revision.

**Reference Publication(s)** :

Fokker SB F100-30-027

AD Nr. NL-2005-009

Remarks :

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **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](mailto:technicalservices.fokkerservices@stork.com) or can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).
- Compliance with this directive must be recorded in the proper Aircraft Log Book(s).

Address inquiries concerning this AD to : Civil Aviation Authority, Aircraft Division, Section C&D, P.O. Box 575, 2130 AN Hoofddorp, The Netherlands; telephone +31-23-566-3155; facsimile +31-23-566-3006; e-mail [Info.Register@ivw.nl](mailto:Info.Register@ivw.nl).