



Nr. NL-2006-007

Distribution : **L**

Date : July 14, 2006

Type Certificate Holder :

FOKKER SERVICES B.V.

(formerly Fokker Aircraft B.V.)

F28 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).

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 2006-0192 dated July 7, 2006.

Supersedure : This Airworthiness Directive (AD) supersedes and cancels AD (BLA) 1994-123/3 (issue 3) dated March 14, 1997.

Subject : LIGHTS - ANTI-COLLISION LIGHTS, WING- & TAIL STROBE LIGHTS - MODIFICATION

Applicability : Fokker Aircraft B.V. Model F28 Mark 0100 aircraft, serial numbers as listed in Fokker Service Bulletin SBF100-33-016 Revision 4, dated February 1, 2005.

Reason : Since the introduction of the Fokker 100 (F28 Mark 0100) into service, several operators have complained about the high light intensity of the standard Anti-collision Light (ACL) installation, which is equipped with a clear lens. Apparently, the ACLs cause annoying reflections for the pilots, especially when flying through clouds. In addition, when the aircraft is on the ground, flight crews of other aircraft experience similar irritation and impaired vision as a result of the high light intensity. During early 1994, the RLD (now known as CAA-NL) reviewed all available information and considered that this situation, if not corrected, did not meet the requirement of JAR 25.1401 (a)(1), which states that anti-collision light installations must be "...located so that their light will not impair the crew's vision..". The apparent solution would be to replace the ACL's standard clear lens with a red one. However, as a result of such replacement, the decreased light intensity of the ACL would no longer comply with the requirement (400 candles) of JAR 25.1401 (f). In order to meet this latter requirement, three strobe lights must be installed, one in each wing tip and one in the tail cone (bullet) fairing on top of the vertical stabilizer. Airworthiness Directives (BLA's) 1994-123 and 1994-123/2 were issued to require modification of the affected aircraft before April 1, 1997, while BLA 1994-123/3 was issued to allow an extended compliance period to the end of 1997. In February 2005, Fokker Services issued Revision 4 of Service Bulletin SBF100-33-016. This deletes many aircraft serial numbers from the "Effectivity" of the SB because the modifications had apparently been done prior to delivery. However, two aircraft serial numbers (11472 and 11473) have been added and these aircraft must still be modified. Since the unsafe condition described above continues to exist on other aircraft of the same type design, this Airworthiness Directive requires modification of all affected aircraft.

Effective date : August 1, 2006

Mandatory Actions and Compliance Times : Required as indicated, unless accomplished previously. At the earliest opportunity after the effective date of this directive, but not later than December 31, 2007, modify the anti-collision light and wing- and tail strobe lights in accordance with Fokker Service Bulletin SBF100-33-016 Revision 4, dated February 1, 2005 or a later EASA-approved revision.

Note : For aircraft that have already been modified in accordance with an earlier revision of SBF100-33-016, no further action is required with regard to this directive.

Reference Publication(s) :

Fokker SBF100-33-016 R4

AD Nr. NL-2006-007

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 or can be downloaded from 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.