

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No: 2007-0228</p> <p>Date: 15 August 2007</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name: Fokker Services B.V.</p>	<p>Type/Model designation(s): F28 Mark 0070 and Mark 0100</p>	
<p>TCDS Number: EASA A.037</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
<p>ATA 27</p>	<p>Flight Controls – Elevator Booster Control Unit – Inspection / Replacement</p>	
<p>Manufacturer(s):</p>	<p>Fokker Aircraft B.V.</p>	
<p>Applicability:</p>	<p>F28 Mark 0070 and Mark 0100 aircraft, serial numbers 11244 through 11300 inclusive, if Goodrich Part Number (P/N) 23400-3B or P/N 23400-7 Elevator Booster Control Units in pre-SB 23400-27-27 configuration are installed.</p>	
<p>Reason:</p>	<p>Excessive wear and tear of the backlash remover mechanism has been found several times. The wear and tear may result in a (partly) blocked operation of the elevator system in the normal (hydraulic) mode. Together with the manufacturer of this equipment (Goodrich) it has been decided to modify the Elevator Booster Control Unit in accordance with Goodrich Component Service Bulletin (CSB) 23400-27-27.</p> <p>In order to detect and correct an excessively worn backlash remover mechanism, this Airworthiness Directive (AD) requires a one-time inspection and eventual replacement of the affected Elevator Booster Control Units.</p>	
<p>Effective Date:</p>	<p>29 August 2007</p>	
<p>Compliance:</p>	<p>Required as indicated, unless accomplished previously.</p> <p>(1) Within 12 months after the effective date of this AD, perform a one-time inspection of the Elevator Booster Control Unit as defined in Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-27-088 dated 04 June 2007;</p> <p>(2) Depending on the result of the inspection, within the time interval as</p>	

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	<p>indicated in Table 2 on page 8 of the referenced Fokker SB, replace the Elevator Booster Control Unit with a P/N 23400-3B or P/N 23400-7 unit that has been modified in accordance with Goodrich CSB 23400-27-27;</p> <p>(3) Within 5 years after the effective date of this AD, replace all remaining unmodified Elevator Booster Control Units P/N 23400-3B and P/N 23400-7 with units modified in accordance with Goodrich CSB 23400-27-27 as defined in Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-27-088 dated 04 June 2007;</p> <p>(4) After 29 August 2012, no person shall install a spare Goodrich P/N 23400-3B or P/N 23400-7 Elevator Booster Control Unit on any aircraft, unless it has been modified in accordance with Goodrich CSB 23400-27-27.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF100-27-088 dated 04 June 2007, or later approved revisions of this document; and</p> <p>Goodrich CSB 23400-27-27 dated 01 December 2006 or later approved revisions of this document.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOC's) for this AD. 2. This AD was posted for consultation on 23 June 2007 as PAD 07-107 until 10 August 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical aspects of the requirements in this AD, please contact: Fokker Services B.V., Technical Services Dept., P.O.Box 231, 2150 RF Nieuw-Vennep, The Netherlands; telephone (31) 252-627-350; facsimile (31) 252-627-211; e-mail: technicalservices.fokkerservices@stork.com The referenced publication can be downloaded from www.myfokkerfleet.com

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