


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0032</p> <p>Date: 17 February 2009</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Fokker Services B.V.</p>	<p>Type/Model designation(s) :</p> <p>F28 Mark 0070 and Mark 0100 aircraft</p>
<p>TCDS Number : EASA.A.037</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : This AD supersedes EASA AD 2007-0228 dated 15 August 2007</p>	
ATA 27	Flight Controls – Elevator Booster Control Unit – Inspection / Replacement
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aircraft, all serial numbers.
Reason:	<p>Excessive wear and tear of the backlash remover mechanism has been found several times on Goodrich Part Number (P/N) 23400-3B and P/N 23400-7 elevator booster control units (BCU), while corrosion has been found on some components in other BCU. The wear and tear may result in a (partly) blocked operation of the elevator system in the normal (hydraulic) mode, while any corrosion may result in deteriorated elevator control when the BCU is in MANUAL mode.</p> <p>Fokker Services and Goodrich determined that modification of the affected elevator BCU in accordance with Goodrich Component Service Bulletin (CSB) 23400-27-27 would correct this situation. EASA concurred and issued AD 2007-0228 to require the modification of these BCU within 5 years.</p> <p>More recently, it was found that the applicability of EASA AD 2007-0228 is incomplete and consequently, it has been decided to require the inspection of aircraft fitted with BCU P/N 23400-3 and P/N 23400-5 (serial numbers MC-001 through MC-288) and the modification of these units in accordance with Goodrich CSB 23400-27-15 (P/N change from 23400-3 to 23400-3B, or from 23400-5 to 23400-7, as applicable).</p> <p>Previously, CAA-Netherlands AD (BLA) 93-051/3 dated 29 April 1994 was issued, which requires a periodic inspection of P/N 23400-3 and P/N 23400-5 elevator BCU that could be affected by corrosion, and allows modification of</p>

	<p>the BCU in accordance with Fokker Service Bulletin SBF100-27-061 (application of Goodrich CSB 23400-27-15) as (optional) terminating action for these inspections.</p> <p>For the reasons described above, this EASA AD retains the requirements of EASA AD 2007-0228, which is superseded, and requires a one-time inspection of all affected elevator BCU. In addition, this AD requires the eventual replacement of all affected elevator BCU with modified units.</p> <p>This new AD does not cancel the repetitive inspection requirements of CAA-NL AD (BLA) 93-051/3 for BCU P/N 23400-3 and P/N 23400-5 as long as these remain installed on any in-service aircraft.</p>
Effective Date:	03 March 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) For aircraft equipped with BCU P/N 23400-3B or P/N 23400-7: Within 12 months after 29 August 2007 [the effective date of AD 2007-0228], perform a one-time inspection of the elevator BCU in accordance with Part 1 of the Accomplishment Instructions of Fokker SBF100-27-088. (2) For aircraft equipped with BCU P/N 23400-3 or P/N 23400-5: Within 12 months after the effective date of this AD, perform a one-time inspection of the elevator BCU in accordance with Part 1 of the Accomplishment Instructions of Fokker SBF100-27-088. (3) Depending on the results of the inspection as required by paragraph (1) or (2) of this AD, as applicable, within the time interval as indicated in Table 2 on page 8 of the referenced Fokker SB, replace the elevator BCU with a P/N 23400-3B or P/N 23400-7 unit that has been modified in accordance with Goodrich CSB 23400-27-27. (4) Within 5 years after 29 August 2007 [the effective date of AD 2007-0228], replace all remaining unmodified elevator P/N 23400-3B and P/N 23400-7 with units modified in accordance with Goodrich CSB 23400-27-27 and Part 2 of the Accomplishment Instructions of Fokker SBF100-27-088. (5) Within 5 years after the effective date of this AD, replace all remaining elevator BCU P/N 23400-3 and P/N 23400-5 with, respectively, P/N 23400-3B and P/N 23400-7 units that have been modified in accordance with Goodrich CSB 23400-27-27 and Part 2 of the Accomplishment Instructions of Fokker SBF100-27-088. (6) After 29 August 2012, no person shall install a Goodrich P/N 23400-3B or P/N 23400-7 Elevator BCU on an aircraft, unless it has been modified in accordance with Goodrich CSB 23400-27-27. (7) After 03 March 2014, no person shall install a Goodrich P/N 23400-3 or P/N 23400-5 elevator BCU on an aircraft.
Ref. Publications:	<p>Fokker Service Bulletin SBF100-27-061 dated 02 March 1994 and SBF100-27-088 dated 04 June 2007.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>Goodrich CSB 23400-27-15 dated 01 October 1993 and Goodrich CSB 23400-27-27 dated 01 December 2006.</p>
	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was published on 12 January 2009 as PAD 09-011 for consultation until 09 February 2009. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD Focal Point -

Remarks :	<p>Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>4. For any question concerning the technical aspects of the requirements in this AD, please contact: Fokker Services B.V., Technical Services Dept., P.O.Box 231, 2150 AE Nieuw-Vennep, The Netherlands telephone +31 (0)252-627-350, facsimile +31 (0)252-627-211 e-mail: technicalservices.fokkerservices@stork.com The referenced publication can be downloaded from www.myfokkerfleet.com.</p>
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