

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0049R1 Date: 23 October 2009 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.
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].	
Type Approval Holder's Name : Fokker Services B.V.	Type/Model designation(s) : F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes
TCDS Number : EASA.A.036	
Foreign AD : Not applicable	
Revision : This AD revises and replaces AD 2009-0049 dated 02 March 2009.	
ATA 76	Engine Controls – Automatic Flight-Idle Stop Control Unit – Installation
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes, all serial numbers.
Reason:	Detailed investigations of two accidents with Fokker 50 (F27 Mark 050) aeroplanes have identified as probable cause that the flight crew selected propeller reverse during flight while the protection from the automatic flight-idle stop system was temporarily not available. This action is not in accordance with approved operating procedures. In addition, it has become clear that in general, flight crews attempt to make power lever selections below flight-idle more frequently than anticipated. This condition, if not corrected, could lead to further events of inadvertent propeller reverse selection during flight, resulting in loss of control of the aeroplane. Even though the potential for this kind of event is primarily driven by operational (human) factors, corrective (AD) action is nevertheless considered justified. A direct cause of possible temporary unavailability of the automatic flight-idle stop protection has been addressed by CAA-Netherlands AD 2003-091. To improve the overall reliability of the flight-idle stop system, making the system less sensitive to intentional and inadvertent power lever selections below flight-idle, Fokker Services has developed a modification that meets the latest requirements. This modification has been published as Service Bulletin (SB) SBF50-76-017,

	which provides instructions to modify the flight-idle stop system and introduces additional monitoring and flight crew alerting which were not required during the original certification of the aeroplane. For the reasons described above, this AD requires the installation of an automatic flight-idle stop control unit and the accomplishment of associated modifications. This AD has been revised because quality problems have been discovered in the automatic flight-idle stop control unit that is installed as part of the required modification. Re-assessment of the risk analysis showed that it is acceptable to extend the compliance time by three months, allowing for installation of improved automatic flight-idle stop control units. For aeroplanes that have already been modified as required by the original issue of this AD, there is no safety concern. As a result, no further action is required for these aeroplanes, although dispatch reliability may be affected.
Effective Date:	Revision 1: 06 November 2009 Original issue: 16 March 2009
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously. Within 27 calendar months after the effective date of the original issue of this AD, install an automatic flight-idle stop control unit and accomplish the associated modifications in accordance with the Accomplishment Instructions of Fokker Services SBF50-76-017.
Ref. Publications:	Fokker Services SBF50-76-017 dated 30 September 2008, or Revision 1 dated 29 May 2009, or Revision 2 dated 19 October 2009. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD. Fokker 50/60 All Operators Message AOF50.047#03 dated 19 October 2009 provides additional information on the subject addressed by this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was published on 23 January 2009 as PAD 09-019 for consultation until 20 February 2009. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content 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.