


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0083</p> <p>Date: 12 May 2011</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 : Fokker Services B.V.</p>	<p>Type/Model designation(s) : F27 and F28 aeroplanes</p>
<p>TCDS Number :</p>	<p>EASA.A.036 and EASA.A.037</p>
<p>Foreign AD :</p>	<p>Not applicable</p>
<p>Supersedure :</p>	<p>None</p>
<p>ATA 24</p>	<p>Electrical Power – Electrical Power Center (EPC) and Battery Relay Panel – Inspection / Adjustment</p>
<p>Manufacturer(s):</p>	<p>Fokker Aircraft B.V.</p>
<p>Applicability:</p>	<p>F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes, all serial numbers. F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.</p>
<p>Reason:</p>	<p>In December 1989, Fokker issued Service Bulletin (SB) SBF50-24-A013 and SBF100-24-A011 (both Alert Bulletins) to instruct operators to inspect and adjust several torque values of bus bars and contactors in the EPC. The Civil Aviation Authority of The Netherlands (CAA-NL, formerly RLD) issued AD (BLA) 89-159 and BLA 89-157 respectively (both now at issue 2), to require operators of the affected aeroplanes to comply with the instructions of these SBs.</p> <p>Since those ADs were issued, several operators have reported finding loose nuts on contactors in the EPC of Fokker 50/60 aeroplanes in post-SBF50-24-A013 configuration and on Fokker 70/100 aeroplanes in post-SBF100-24-A011 configuration. In some cases, the findings included damaged (burned) contactors.</p> <p>This condition, if not detected and corrected, could lead to arcing and, in combination with other factors, to an onboard fire, possibly resulting in damage to the aeroplane and injury to occupants or maintenance personnel.</p> <p>For the reasons described above, this AD requires a one-time inspection and, depending on findings, adjustment of the torque values of nuts on circuit breakers, contactors and terminal blocks.</p>
<p>Effective Date:</p>	<p>26 May 2011</p>

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 24 months after the effective date of this AD, inspect and, depending on findings, adjust the torque values of nuts on circuit breakers, contactors and terminal blocks and do the additional corrective actions in accordance with the Accomplishment Instructions of Fokker Services SBF50-24-032 or SBF100-24-043, as applicable to aeroplane type.</p> <p>Concurrent Requirements:</p> <p>(2) For certain F27 Mark 050 and Mark 0502 aeroplanes, prior to or concurrent with the actions required by paragraph (1) of this AD, modify the aeroplane in accordance with the accomplishment instructions of Fokker Services SBF50-24-031 (only for aeroplanes with serial numbers as listed in the SB). Aeroplanes that have already been modified as required by EASA AD 2008-0091 are compliant with the modification requirement of this paragraph.</p> <p>(3) For certain F28 Mark 0070 and Mark 0100 aeroplanes, prior to or concurrent with the actions required by paragraph (1) of this AD, modify the aeroplane in accordance with the accomplishment instructions of Fokker Services SBF100-24-032 (only for aeroplanes with serial numbers as listed in the SB). Aeroplanes that have already been modified as required by CAA-NL AD (BLA) 1995-089/4 are compliant with the modification requirement of this paragraph.</p> <p>(4) For certain F28 Mark 0100 aeroplanes, prior to or concurrent with the actions required by paragraph (1) of this AD, modify the aeroplane in accordance with the accomplishment instructions of Fokker Services SBF100-24-041 (only for aeroplanes with serial numbers as listed in the SB). Aeroplanes that have already been modified as required by EASA AD 2008-0091 are compliant with the modification requirement of this paragraph.</p>
<p>Ref. Publications:</p>	<p>Fokker Services SBF50-24-031 dated 29 January 2008. Fokker Services SBF50-24-032 dated 10 February 2011.</p> <p>Fokker Services SBF100-24-032 dated 12 September 1996, Revision 1 dated 25 April 1997, or Revision 2 dated 28 July 1997. Fokker Services SBF100-24-041 dated 29 January 2008. Fokker Services SBF100-24-043 dated 10 February 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. This AD was posted on 28 March 2011 as PAD 11-034 for consultation until 25 April 2011. The Comment Response Documents can be found at http://ad.easa.europa.eu/. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 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) 252-627-350; facsimile (31) 252-627-211; e-mail: technicalservices.fokkerservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.