EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0003 **Date: 07 January 2013** 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 EU 748/2012, Part 21.A.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].

Design Approval Holder's Name:	**Type/Model designation(s):**
FOKKER SERVICES B.V.	F28 aeroplanes

TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None

ATA 30	**Ice and Rain Protection – Windshield Anti-Icing Wiring Distribution – Inspection / Modification**
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.
Reason:	Following a report of sparks and an electrical smell on the flight deck of an F28 Mark 0070 aeroplane, the investigation results revealed heat damage on several contacts of connector J 4222A/P 4222B, most likely caused by a degraded contact. An imbalance of the resistance of two contacts, used in parallel in the left-hand (LH) windshield heating system, resulted in a too high current. This overheated the contacts and caused carbonising, thereby creating a conductive path between the contacts of the LH windshield heating system and the LH sliding window heating system. The conductive path resulted in a too high voltage on the LH sliding window, causing overheating of the LH sliding window heating element. This condition, if not detected and corrected, could lead to further cases of electrical overload, possibly resulting in failure of sliding window heating element(s) and consequent arcing, smoke and fire in the cockpit area. Prompted by these findings, Fokker Services issued Service Bulletin (SB) SBF100-30-027 which introduces a modification of wiring distribution on the affected receptacles and plugs. To correct this potential unsafe condition, CAA-NL issued AD NL-2005-009 (EASA approval 2005-6043) to require modification of the wiring distribution of the AC Bus Transfer Power System and the Windshield Anti-Icing Systems, as specified in Fokker Services SBF100-30-027.

	Since that AD was issued, Fokker Services found that, as the Accomplishment Instructions of SBF100-30-027 were divided in 5 blocks, an individual aeroplane (serial number) could be specified in one or more blocks. This led to confusion for operators and may have resulted in incomplete accomplishment of the modification as required by AD NL-2005-009. Fokker Services SBF100-30-027 has now been revised to include a one-to one relation between each aeroplane and the applicable blocks in the Accomplishment Instructions. For the reasons described above, this AD requires a one-time check of the work accomplished through Fokker Services SBF100-30-027, a visual inspection of the contacts of connectors and, depending on findings, rework of the wiring.
Effective Date:	21 January 2013
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously. Within 24 months after the effective date of this AD, accomplish the following actions: (1) Review the maintenance records to determine which actions were accomplished as introduced with Fokker Services SBF100-30-027. Revision 1 of that SB contains the correct set of instructions for each aeroplane and can be used for this review. (2) If, during the review as required by paragraph (1) of this AD, it is determined that not all required actions have been accomplished, or in case no final determination can be made, visually inspect the contacts of the receptacles and plugs and, in case discrepancies are detected, rework the wiring and verify that the systems function properly, in accordance with the Accomplishment Instructions of Fokker Services SBF100-30-034.
Ref. Publications:	Fokker Services SBF100-30-034 dated 30 July 2012. Fokker Services SBF100-30-027 Revision 1 dated 30 July 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 02 November 2012 as PAD 12-136 for consultation until 30 November 2012. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 1357, 2130 EL, Hoofddorp, The Netherlands, Telephone +31-88-6280-350; Facsimile +31-88-6280-111. E-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.