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| <b>EASA</b>   | <b>AIRWORTHINESS DIRECTIVE</b>   |
|    | <p><b>AD No.: 2012-0050</b></p> <p><b>Date: 27 March 2012</b></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>   |
| 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]. |  |
| <b>Type Approval Holder's Name :</b><br>Fokker Services B.V.  | <b>Type/Model designation(s) :</b><br>F27 and F28 aeroplanes   |
| TCDS Numbers:   | EASA.A.036 and EASA.A.037  |
| Foreign AD:   | Not applicable   |
| Supersedure:  | This AD supersedes EASA AD 2011-0083 dated 12 May 2011.  |
| <b>ATA 24</b>   | <b>Electrical Power – Electrical Power Center (EPC) and Battery Relay Panel – Inspection / Adjustment</b>  |
| Manufacturer(s):  | Fokker Aircraft B.V.   |
| Applicability:  | F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes, all serial numbers.<br>F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.   |
| Reason:   | <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) <a href="#">89-159</a> and BLA <a href="#">89-157</a> respectively (both now at issue 2), to require operators of the affected aeroplanes to comply with the instructions of these SB's.</p> <p>Since those ADs were issued, several operators 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 on-board fire, possibly resulting in damage to the aeroplane and injury to occupants or maintenance personnel.</p> <p>EASA issued AD 2011-0083 to address this unsafe condition.</p> <p>After that AD was issued, it was noticed that terminal block TB4906A, used in some Fokker 100 aeroplanes, was missing from the list of affected terminal blocks, as specified in Fokker SBF100-24-043. To correct this oversight, Fokker Services issued Revision 1 of SBF100-24-043, adding terminal block</p> |

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|  | <p>TB4906A.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2011-0083, which is superseded, and for F28 Mark 0100 aeroplanes, adds required action for the missing terminal block TB4906A by making reference to SBF100-24-043 Revision 1.</p>   |
| Effective Date:                            | 10 April 2012  |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 24 months after 26 May 2011 [the effective date of EASA AD 2011-0083], 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 Revision 1, as applicable to aeroplane type.</li> <li>(2) Inspections, adjustments and corrective actions on an aeroplane, accomplished before the effective date of this AD, in accordance with the instructions of Fokker Services SBF100-24-043 original issue, as required by EASA AD 2011-0083, constitute compliance with the requirements of paragraph (1) of this AD, provided it has been verified that no terminal block TB4906A is installed on that aeroplane.</li> </ol> <p><b>Concurrent Requirements:</b></p> <ol style="list-style-type: none"> <li>(3) <b>For certain F27 Mark 050 and Mark 0502 aeroplanes</b>, 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 <a href="#">EASA AD 2008-0091</a> are compliant with the modification requirement of this paragraph.</li> <li>(4) <b>For certain F28 Mark 0070 and Mark 0100 aeroplanes</b>, 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 <a href="#">CAA-NL AD (BLA) 1995-089/4</a> are compliant with the modification requirement of this paragraph.</li> <li>(5) <b>For certain F28 Mark 0100 aeroplanes</b>, 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 <a href="#">EASA AD 2008-0091</a> are compliant with the modification requirement of this paragraph.</li> </ol> |
| Ref. Publications:                         | <p>Fokker Services SBF50-24-031 dated 29 January 2008.<br/>Fokker Services SBF50-24-032 dated 10 February 2011.</p> <p>Fokker Services SBF100-24-032 original issue dated 12 September 1996, Revision 1 dated 25 April 1997, or Revision 2 dated 28 July 1997.<br/>Fokker Services SBF100-24-041 dated 29 January 2008.<br/>Fokker Services SBF100-24-043 Revision 1 dated 15 December 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>  |
| Remarks:                                   | <ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 13 February 2012 as PAD 12-013 for consultation until 12 March 2012. No comments were received during the</li> </ol>   |

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|  | <p>consultation period.</p> <p>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>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: <a href="mailto:technicalservices@fokker.com">technicalservices@fokker.com</a>.<br/>The referenced publication can be downloaded from <a href="http://www.myfokkerfleet.com">www.myfokkerfleet.com</a>.</p> |
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