

49

[Redacted]
Van: [Redacted]
Verzonden: dinsdag 17 februari 2009 11:44
Aan: [Redacted]
Onderwerp: RE: Further to our visit to Fokker last week.....

OK

-----Original Message-----

From: [Redacted]
Sent: 16 February 2009 17:53
To: [Redacted]
Subject: Re: Further to our visit to Fokker last week.....

Let me call you wed. Morning.

Verzonden vanaf mijn Blackberry

-----Original Message-----

From: [Redacted]
To: [Redacted]
CC: [Redacted]
Sent: Mon Feb 16 16:20:18 2009
Subject: Further to our visit to Fokker last week.....

Further to our visit to Fokker last week, we do need to have another look at KBX. In particular the electrical designers need to have a look at the electrical wiring runs and position of cable breaks. Unfortunately, we will have to look behind panels; to that end we will, with your permission bring a couple of fitters with us. So I envisage a party of maybe 7 people, 2 fitters, 2 electrical designers, [Redacted] Justin and possibly one other. We will aim to do what we did last time, be available 08.30/09.00 in the morning and leave the aeroplane at say 16.00 hours.

Additionally, following the conversation between yourself and [Redacted], we need to fix a meeting between ourselves and Walter & Engeline to agree the lighting logic. This needs to be separate from viewing the aeroplane, it could be the next day or the day before or completely separate, but we will need a complete day dedicated to looking at the aeroplane.

As usual the sooner we can do this the better. What availably is there?

The other items that we briefly touched on Thursday are:

Lights in the rear passenger area. The new IFE system as envisaged, due to electrical power supply constraints, will not allow the rear passenger lights to be switched off & on by the attendant in that area. Those lights may only be controlled from the master control panel outside the Comms Station. Can you live with that?

We are having to position two LRU's belonging to the new Satcom installation in the wardrobe, this is not the major problem as first thought as the LRU's are comparatively small; 200 mm (height)x 60 mm (width)x 200 mm (long). We can accommodate these units without a noticeable loss of space in the wardrobe.

As agreed on Thursday the lighting logic in the forward lav, is as follows:-

If the light is switched off & door unlocked = dim light

If the light is switched off & door locked = bright light

If the light is switched on, regardless of door = bright light

Best regards,

[REDACTED]
[REDACTED]
[REDACTED]
Mann Aviation Group (Engineering) Limited

el: [REDACTED]

Fax [REDACTED]

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