

ministerie van verkeer en waterstaat
Ministry of Transport and Public Works

rijksluchtvaartdienst
Department of Civil Aviation



directie luchtvaartinspectie
Aeronautical Inspection Directorate

BLA nr. 88 - 89

Date: November 15, 1988 / 126

F O K K E R

Type: F.27 - 050

Seq.: 017

postbus 7555 1117 ZH schiphol-oost the netherlands tel. (020) 5 16 91 11

**BIJZONDERE LUCHTWAARDIGHEIDSAANWIJZING
(BLA)
NETHERLANDS AIRWORTHINESS DIRECTIVE**

Onder verwijzing naar BLA nr. 68-19-00 en BLA nr. 74-70-00 geeft de directeur Luchtvaartinspectie van de Rijksluchtvaartdienst de volgende Bijzondere Luchtwaardigheidsaanwijzing.

Under authority of the Netherlands Regulations on the State Control of Aviation the Director Aeronautical Inspection of the Civil Aviation Department gives the following Airworthiness Directive.

AIR CONDITIONING - CABIN PRESSURE CONTROL SYSTEM - MODIFICATION

Description:

One occasion was reported where an aircraft landed with the cabin pressure slightly higher than the airfield air pressure. After the aircraft stopped, one engine was still running and as such, it maintained this pressure differential. In this situation, the right forward cargo door was unlocked from the outside by a ground engineer. When you unlock the door you first open the mechanically linked cargo door vent valve. This way you equalize the cabin and airfield air pressure. However, before the air pressure had properly equalized, the ground engineer fully unlocked the door locks. Subsequently, due to the remaining cabin air pressure, the door blew open and hit and damaged the fuselage.

To prevent this from recurring, this Airworthiness Directive (BLA) calls for the installation of an automatic dump circuit. This works when the cabin pressure selector is in the manual mode and the aircraft is on the ground (weight on wheels). In this situation, the outflow valves will open to dissipate any pressure differential between the cabin and the airfield.

The automatic mode of the cabin pressure selector is unchanged by this modification.

Effectivity:

F.27 Mk.050 aircraft serial numbers:

20104 to 20108 inclusive and 20110 to 20112 inclusive.

Effective date: November 21, 1988

Compliance: required before January 01, 1989

Accomplishment:

In accordance with Fokker Service Bulletin F50-21-002 dated November 14, 1988 or a later RLD-approved revision.

Remarks: - In respect to art.88 par.3 of the Civil Air Navigation Regulations, this Airworthiness Directive (BLA) must be accomplished by or under supervision of an approved company.
- All operators of the affected aircraft are receiving the ref. Service Bulletin directly from the manufacturer.

ISSN 0920 - 1084

BLA 88 - 89

Note:

Address inquiries regarding this AD to:

Department of Civil Aviation

Aeronautical Inspection Directorate

P.O.Box 7555 1117 ZH Schiphol Airport, The Netherlands

Telex: 15267 rldli nl Telephone: ()-31-(0)20-516 32 78