

ministerie van verkeer en waterstaat
Ministry of Transport and Public Works

rijksluchtvaartdienst
Department of Civil Aviation

BLA nr. 89 - 39



directie luchtvaartinspectie
Aeronautical Inspection Directorate

Date : April 03, 1989

Postbus 575 2130 AN Hoofddorp Tel. 02503 - 63131

F O K K E R

Type: F.27 - 050
Seq.: 035

**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.

ENGINE CONTROLS - AUTOMATIC FLIGHT-IDLE STOPS - RELOCATION

Description:

Tests have demonstrated that when a failure occurs in the power-lever control-cable system, the automatic flight-idle stop mechanism will be ineffective. Currently installed in the pedestal, this mechanism is designed to prevent inadvertent ground beta selection of the Pitch Control Unit lever in flight. However, low power settings combined with a failure of the control-cable system may cause the PCU lever to move into the ground beta range, resulting in an uncontrolled overspeed of the propeller. To avoid this problem, this Airworthiness Directive (BLA) calls for the relocation of the automatic flight-idle stops from the pedestal to each engine.

Effectivity:

- F.27-050 aircraft serial numbers:
20103 to 20108 inclusive and 20110 to 20135 inclusive.
- All Pratt & Whitney PW125 QEC (Quick Engine Change) units

Effective date: April 10, 1989

Compliance: required before September 15, 1989.

Accomplishment: In accordance with Fokker Service Bulletin F50-76-002 dated March 31, 1989 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.

Note:

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