



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.

LANDING GEAR - EXTENSION/RETRACTION CONTROL - WIRING CHANGE

Description:

System failure analysis has indicated that inadvertent UP selection of the landing gear selector valve is possible as a result of a leaking pilot valve at the moment that the DOWN solenoid is deenergized. To prevent such failures, the first issue of this Airworthiness Directive (BLA) required a modification of the system wiring and a temporary procedure change in the Airplane Flight Manual. Further investigation has demonstrated that without the accumulator, the hydraulic system pressure drops much more rapidly after shut-down of the second engine, thus preventing inadvertent gear retraction. As it has no discernible negative effects on the workings of the hydraulic system, after removal of the hydraulic system accumulator, the AFM procedure as required by this AD may be removed.

Effectivity:

F.27 Mk.050 aircraft serial numbers:
20103 to 20197 inclusive.

■ **Effective date:** issue 3: February 14, 1992

Compliance: required as indicated, unless already accomplished:

To prevent inadvertent landing gear retraction, accomplish the following before further flight:

- (1) add the following to Section 5 - Normal Procedures of the Airplane Flight Manual:
 - After engine shut-down, electrical power must remain ON for at least 7 minutes.
 - This time is necessary to make sure all hydraulic pressure is lost before electric shut-down.

This may be accomplished by inserting a copy of this AD in the AFM.

- (2) connect the DOWN solenoid of the landing gear selector valve to the EMERGENCY DC bus No.2 (instead of DC bus No.2) in accordance with Fokker Service Bulletin F50-32-013 dated October 16, 1989 or a later RLD-approved revision.

NOTE 1: EMERGENCY PROCEDURES are not affected

NOTE 2: After removal of the hydraulic system accumulator in accordance with Fokker Service Bulletin F50-29^a007 dated October 07, 1991 or a later RLD-approved revision, the procedure change of paragraph (1) may be removed from the Airplane Flight Manual.

NOTE 3: The accomplishment of Fokker Service Bulletin F50-32-016 dated December 23, 1991, the introduction of a modified Landing Gear Selector Valve P/N 114044003, is considered to be an alternate means of compliance with this Airworthiness Directive (BLA).

Reason for revision:

issue 3: The introduction of a modified Landing Gear Selector Valve P/N 114044003 as an alternate means of compliance.

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 have received the ref. Service Bulletins directly from the manufacturer.
- This AD (BLA) supersedes BLA 89-138 issue 2 dated October 25, 1991.

Note: Address inquiries regarding this AD to:

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