

ministerie van verkeer en waterstaat  
Ministry of Transport and Public Works

**rijksluchtvaartdienst**  
Department of Civil Aviation

**directie luchtvaartinspectie**  
Aeronautical Inspection Directorate



BLA nr: 90-041 issue 3

Date : January 11, 1991

F O K K E R

Type: F.28 Mk.0100

Seq.: 050

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**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.*

**AIRPLANE FLIGHT MANUAL - AMENDMENT**

**Description:**

During operation in the FLEX mode, it has been discovered that the differential of OAT and second selected FLEX temperature will be added, internally in the MFD unit, to the previous FLEX temperature. Consequently, the EPR target is set too low, resulting in a too low engine thrust. Pending the solution in the MFD-unit software, this Airworthiness Directive (BLA) prohibits the use of the FLEX mode.

**Effectivity:**

F.28 Mk.0100 aircraft, all serial numbers, if equipped with Collins Multifunction Display (MFD) Unit P/N 622-8047-302 or P/N 622-8047-401

**Effective date:** issue 1: April 19, 1990  
issue 2: May 21, 1990  
issue 3: January 18, 1991

**Compliance:** required as indicated, unless already accomplished:  
before the next flight, accomplish the following:

- 1) delete all references to FLEX take-off from Section 2 - Limitations, specifically on 2.02.02 GENERAL LIMITATIONS and 2.06.01 POWER PLANT AND APU LIMITATIONS;
- 2) add the following limitations to 2.06.01 POWER PLANT AND APU LIMITATIONS, sub-section THRUST RATING PANEL:

**FLX TO MAY NOT BE USED**

- Note (1):** Paragraph 2) may be accomplished by inserting a copy of this AD in front of 2.06.01, sub-section THRUST RATING PANEL.
- Note (2):** After accomplishment of Fokker Service Bulletin F100-31-017 dated December 12, 1990 or a later RLD-approved revision, compliance with this AD is no longer required and the AFM-changes may be reversed.

Reason for revision: issue 3: change in effectivity, for clarification, and the introduction of a Service Bulletin which provides terminating action.

Remarks:

- All operators have received corrected AFM-pages directly from the manufacturer (Fokker "All Operator Message" ref. ME90.53681 dated March 30, 1990).
- This AD (BLA) supersedes BLA 90-041 issue 2 dated May 18, 1990.

Note: Address inquiries regarding this AD to:

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