

ministerie van verkeer en waterstaat
Ministry of Transport and Public Works

rijksluchtvaartdienst
Department of Civil Aviation

directie luchtvaartinspectie
Aeronautical Inspection Directorate



BLA nr: 90-059

Date : May 23, 1990

F O K K E R

Type: F.28 Mk.0100

Seq.: 055

Postbus 575 2130 AN Hoofddorp Tel. 02503 - 63131

**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 - THRUST CONTROL SYSTEM FRICTION UNIT - INSTALLATION

Description:

Some aircraft have a friction unit installed in the pedestal, the design of which has proved to be prone to jamming of the reverse thrust lever. Other aircraft have been delivered without a friction unit, enabling the thrust control lever to move to a higher angle due to vibration and deceleration at touchdown, possibly preventing the automatic extension of the liftdumpers. In most of these aircraft, the thrust-control cable-tension regulator has been secured as an interim solution before delivery, preventing such problems. This Airworthiness Directive (BLA) requires the installation of new friction units as a permanent solution.

Effectivity:

F.28 Mk.0100 aircraft serial numbers:

11244 to 11286 inclusive, 11289, 11291 to 11293 inclusive, 11295, 11297, 11300, 11303, 11306 and 11308.

Effective date: May 30, 1990

Compliance: required before accumulating 6,000 flight cycles, or before January 01, 1991, whichever comes first.

Accomplishment: In accordance with Fokker Service Bulletin F100-76-001 dated May 17, 1990 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 have received the ref. Service Bulletin directly from the manufacturer.

Note: Address inquiries regarding this AD to:

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