

ministerie van verkeer en waterstaat
Ministry of Transport and Public Works

rijksluchtvaartdienst
Department of Civil Aviation

directie luchtvaartinspectie
Aeronautical Inspection Directorate



Postbus 575 2130 AN Hoofddorp Tel. 02503 - 63131

BLA nr: 90-132 issue 2

Date : December 10, 1990

F O K K E R

Type: F.28 Mk.0100

Seq.: 068

**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 - ANTI-RETRACT SOLENOID WIRING - MODIFICATION

Description:

It has been reported that, during a simulator session, it was not possible to retract the landing gear. The following circumstances combined to produce this result: a LAND 3 annunciation, loss of AC bus 2 and the selection of GO AROUND. Investigation showed that under these conditions, because the applicable C/B is connected to AC bus 2, the anti-retraction solenoid is disengaged, blocking the landing gear selector handle.

To prevent such incidents from occurring under operational conditions, this Airworthiness Directive (BLA) requires a wiring modification for the anti-retraction solenoid.

Effectivity:

F.28 Mk.0100 aircraft serial numbers:

11244 to 11256 inclusive, 11259, 11260, 11263, 11268 to 11275 inclusive, 11277 and 11279.

Effective date: issue 1: November 23, 1990
issue 2: December 10, 1990

Compliance: required before May 01, 1991

Accomplishment: In accordance with Fokker Service Bulletin F100-32-036 dated October 18, 1990 or a later RLD-approved revision.

Reason for revision: issue 2: change in compliance date

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.
- This AD (BLA) supersedes BLA 90-132 dated November 16, 1990.

Note: Address inquiries regarding this AD to:

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