



**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.

PROPELLERS - AUTOFEATHER CONTROL UNIT - REPLACEMENT

Description:

Recently, a number of inadvertent autofeather incidents have been experienced, most of which were caused by a torque sensor failure. BLA 90-129 was issued to cover this subject. To further exclude the possibility of autofeather during take-off and resulting propeller overtorque, Pratt & Whitney Canada and Simmonds Precision have made available a modification which improves system reliability of the Autofeather Unit (AFU) by eliminating the requirements for the temperature compensation circuit from the AFU logic. A torque sensor failure will no longer result in an inadvertent autofeather. For the reasons described above, this Airworthiness Directive (BLA) requires the replacement of AFUs with modified units.

Effectivity:

- * F.27 Mk.050 aircraft, all serial numbers,
if P&WC PW125B engines are installed in pre-P&WC SB No.21046 configuration.
- * Pratt & Whitney Canada PW125B spare engines, all serial numbers,
if in pre-P&WC SB No.21046 configuration
- * Simmonds Precision spare Autofeather Control Units,
P/N 30048-0000-04 or P/N 30048-0000-07

Effective date: November 29, 1991

Compliance: required before July 01, 1992

Accomplishment: in accordance with Fokker Service Bulletin F50-61-011 dated October 30, 1991 or a later RLD-approved revision; and Pratt & Whitney Canada Service Bulletin No.21046 dated April 15, 1991 or a later Transport Canada 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 Bulletins directly from the manufacturer.

Note: Address inquiries regarding this AD to:

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