

Airworthiness Directive of the Netherlands



Ministry of Transport, Public Works and Water Management
Directorate-General of Civil Aviation
Aeronautical Inspection Directorate

Bijzondere Luchtwaardigheids Aanwijzing (BLA)

Caution

In accordance with the Civil Air Navigation Regulations (RTL), Articles 76 and 88, the following Airworthiness Directive (BLA) is issued by the Director-General of Civil Aviation of the Netherlands (Directeur-Generaal van de Rijksluchtvaartdienst -RLD). Airworthiness Directives affect aviation safety. They are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive.

BLA nr : 93-062 (A)
Date : April 23, 1993

FOKKER AIRCRAFT B.V.
Model F.28 Mk.0100

Seq.: 116

Type Certificate Nr.:

T-100-87

AIRPLANE FLIGHT MANUAL - SECTION 2 - LIMITATIONS - FLIGHT DIRECTOR

Description:

During certification flights with the Fokker F.28 Mk.0100 to test the latest AFCAS software (version V13.S), an error was discovered in the heading reference computation which is made during go-around. This error is also present in all previous AFCAS software versions (e.g. V12, V12.NR1 and V13.R1). When an approach is made on Flight Director (FD) or on non-redundant autopilot ("GS/LOC" annunciated on Flight Mode Annunciator (FMA)), the defective heading reference target computation uses a crab angle value resulting from a previous time that the AFCAS was in redundant mode. If, during such an approach, a go-around is initiated below 100 feet, the FD may provide erroneous lateral guidance. Since the unsafe condition described may exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) is issued to prevent similar incidents and requires the Fokker F.28 Mk.0100 Airplane Flight Manual (AFM) to be amended by limiting the use of the FD during ILS approach.

Effectivity:

F.28 Mk.0100 aircraft, all serial numbers, if in pre-Service Bulletin F100-22-037 configuration.

Effective date: May 01, 1993

Compliance: Required as indicated, unless accomplished previously.

Before further flight, amend the AFM, Section 2.08.01 AFCAS LIMITATIONS, sub-Section ILS APPROACH, as follows; this may be accomplished by inserting a copy of this AD opposite the affected page:

(a) Change Minimum Decision Height:

Weather Limitations	: CAT II
- FMA	: GS/LOC
- Minimum Decision Height (DH)	: 150 ft
- Runway Visual Range (RVR)	: 400m/1200 ft

NOTE 1: CAT III (LAND 2 and LAND 3) weather limitations remain unchanged.

(b) Change Minimum Use Height with GS/LOC annunciated:

Minimum use height:

- If the surface wind exceeds 40 kt	: 150 ft
- If not:	
- With GS/LOC annunciated	: 150 ft
- With LAND 2 or LAND 3 annunciated	: 0 ft

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(c) Add the following limitation under ILS APPROACH:

USE OF FLIGHT DIRECTOR DURING ILS APPROACH

When GS/LOC is annunciated on FMA, both FD's may not be used below 150 ft and must be switched OFF passing 150 ft.

NOTE 2: When the aircraft has been modified by installing the improved AFCAS software version V13.S in accordance with Fokker Service Bulletin F100-22-037 (to be issued), the limitations imposed by this AD are no longer required and may be removed from the Airplane Flight Manual.

Remarks:

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from the manufacturer.
- Compliance with this AD must be recorded in the proper Aircraft Log Book(s).

Address inquiries concerning this AD to:

Bureau Coordination & Technical Information (CTI)

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