



# Airworthiness Directive of The Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

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## 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. These 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 : 1996-130 (A)**

Date : October 31, 1996

**FOKKER SERVICES B.V.**  
(formerly Fokker Aircraft B.V.)  
Model F.27 series

RLD Type Certificate Nr.:

A22F

**Correction dated August 29, 1997**

**AIRPLANE FLIGHT MANUAL - PROCEDURES - AMENDMENT**

## Description:

The cruise lock system, as currently installed on Fokker Model F.27 series aircraft, was originally developed to prevent inadvertent reduction of propeller blade pitch below the cruise lock position (32 degrees). Without this lock, either a propeller drive disconnect or a propeller control system failure might lead to inadvertent movement of the propeller blades into fine pitch. Such a malfunction might subsequently result in high asymmetric drag, and exceedance of the maximum RPM limits for which both propeller and engine have been designed. As operational experience accumulated, the modes of drive disconnect became known, and two improvements to the engine were introduced to prevent this. Further experience has demonstrated that this failure mode is now extremely unlikely to recur. Also, the effect of high asymmetric drag has proved to be well within acceptable. Unfortunately, during the service life of the F.27 series, several cruise lock hang-ups have occurred as a result of a malfunction of the automatic cruise lock withdrawal system, combined with aircrew failure to manually disconnect the system by selecting the High Pressure Cock (HPC) lever to the lockout position in accordance with current Airplane Flight Manual (AFM) procedures. The resulting engine burnouts have led to a number of incidents and some accidents. RLD have reassessed the cruise lock system and have concluded that (1) its use is no longer necessary, and (2) permanent operation with the HPC lever in the lockout position will prevent further incidents. Since a potentially unsafe condition has been identified that may develop on other aircraft of the same type design, this Airworthiness Directive (BLA) requires the AFM to be amended to mandate operation with the HPC lever in the lockout position during the entire flight.

**Applicability: Fokker Aircraft B.V. Model F.27 Mk.100 through Mk.700, all serial numbers, if equipped with Rolls-Royce (RR) "Dart 7" Engines (Refer to Fokker F27 SL 352 Revision 2 dated February 03, 1993).**

Effective date: January 1, 1997

Compliance: Required as indicated, unless accomplished previously.

(a) Within the next six calendar months after the effective date of this directive, amend the applicable AFM in accordance with Fokker Service Bulletin (SB) F27/61-40 dated December 12, 1991 or a later RLD-approved revision;

(b) Installed Rolls-Royce Model "Dart 7" series engines must be verified to be in post- Rolls-Royce SB Da72-198 and post- SB Da72-348 configuration, to ensure compatibility with the new configuration; if this is not the case, these modifications must be accomplished at the next scheduled engine overhaul;

(c) After January 1, 1999, no spare engine may be installed unless it has been modified in accordance with Rolls-Royce SB's Da72-198 (Mod.1232) and Da72-348 (Mod.1550).

## Remarks:

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from Fokker Services B.V., Technical Support Dept., P.O.Box 75047, 1117 ZN Schiphol Airport, The Netherlands; telephone (31) 20-605-2136; facsimile (31) 20-605-2790; and Rolls-Royce PLC, Mavor Avenue, Nerston, East Kilbride, Glasgow G74 4PY, United Kingdom; telephone (44) 1355-220 200; facsimile (44) 1355-277 620.
- 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); Telephone 31-(0)23-566 3155; Facsimile 31-(0)23-562 3848; Telex 74592 rldi nl