



## 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 : 1997-090 (A)**

**Date : August 29, 1997**

**FOKKER SERVICES B.V.**

(formerly Fokker Aircraft B.V.)

**Model F.27 Mk.050 and Mk.060 series**

RLD Type Certificate Nr.:

**T-050-87**

### PROPELLERS - FEATHERING CONTROL WIRING - MODIFICATION

#### Description:

Several reports have been received of inadvertent propeller autofeathering, due to interruption of the torque signal between the No.1 Torque Sensor and the Auto-Feathering Unit (AFU) on Fokker Model F.27 Mk.050 series aircraft, equipped with Pratt & Whitney Canada (P&WC) Model PW127B engines. These interruptions occur at two connectors of the electrical wiring harness. P&WC Service Bulletin (SB) 21533 introduces improved Series III connectors for these locations, which are less prone to signal interruption. Additionally, the current Model PW127B engine has a No.1 Torque Sensor embodying a Series IV bayonet type receptacle, and P&WC SB 21533 also introduces a No.1 Torque Sensor incorporating a Series III receptacle, to match the improved electrical wiring harness connectors. Since an unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) requires the replacement of the affected connectors and receptacles.

**Applicability:** Fokker Aircraft B.V. Model F.27 Mk.050 and Mk.060 series, all serial numbers, if equipped with P&WC Model PW127B engines in pre-SB 21533 configuration; and Pratt & Whitney Canada Model PW127B spare (Quick-Engine-Change Units) engines, all serial numbers prior to PCE-AS0006, if in pre-SB 21533 configuration.

**Effective date:** September 15, 1997

**Compliance:** Required as indicated, unless accomplished previously.

Within one calendar year after the effective date of this directive, replace the connectors P6 (No.1 Torque Sensor) and P15 (AFU) on the electrical wiring harness, and replace the No.1 Torque Sensor with an improved unit P/N 3115558-01, in accordance with Pratt & Whitney Canada SB No.21533 dated December 16, 1996 or a later DOT-approved revision. Fokker SB F50-61-019 dated July 11, 1997 also pertains to this subject.

#### 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) 20-605-2047; facsimile (31) 20-605-2000.
- 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 rldli nl