



## Airworthiness Directive of the Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

Correspondence address  
P.O. Box 575, 2130 AN Hoofddorp, The Netherlands

### 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 : 2000-073

(A)

Date : May 31, 2000

**FOKKER SERVICES B.V.**  
(formerly Fokker Aircraft B.V.)

Model F.28 series

RLD Type Certificate Nr.:

A23F

### FLIGHT CONTROLS - LIFTDUMPER DEPLOYMENT SYSTEM - ONE-TIME INSPECTION

#### Description:

The RLD has received two separate reports from Fokker F.28 "Fellowship" operators concerning inadvertent lift-dumper deployment during the take-off roll. In each case, the flight crew did not notice anything abnormal and both aircraft took off without further incident. However, in both instances, the lift-dumper deployment was noticed and reported by outside observers. Subsequent investigation revealed some minor irregularities but failed to establish the exact cause. Fokker Services then performed a special test program which showed that, with the throttle levers in full forward position and the lift-dumper system armed, the rollers of both 75% lift-dumper microswitches ran off the end of the cam. This caused the lift-dumpers to deploy when the (simulated) wheel speed exceeded 50 knots and remained extended until lift-off. Under normal circumstances, when the throttle levers are moved beyond approximately 75% HP RPM, these cams activate the microswitches to prevent lift-dumper extension.

This condition, if not corrected, could lead to further occurrences of inadvertent lift-dumper deployment during take-off, which may result in hazardous situations. 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 a one-time visual inspection of the lift-dumper microswitches and re-rigging, if necessary.

Applicability: **Fokker Aircraft B.V.** Model F.28 Mk.1000 through Mk.4000 series, all serial numbers.

Effective date: July 1, 2000

Compliance: Required as indicated, unless accomplished previously.

(a) Within the next two (2) calendar months after the effective date of this directive, visually inspect and functionally check the lift-dumper microswitches installed in the pedestal in accordance with Part 2 Accomplishment Instructions of Fokker Service Bulletin (SB) F28/27-186 dated May 8, 2000 or a later RLD-approved revision;

(b) If the position of the centerline of the microswitch activating roller is 2 mm ( $\pm$  0.5 mm) before the end of the cam, no further action is required and the aircraft may be returned to service;

(c) If the position of the centerline of the microswitch activating roller is less than 1.5 mm before the end of the cam, before further flight, re-rig the cam in accordance with Part 2.A(5) of the Accomplishment Instructions of Fokker SB F28/27-186 dated May 8, 2000 or a later RLD-approved revision.

#### Remarks:

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **Fokker Services B.V., Technical Services Dept., P.O.Box 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone (31) 252-627-350; facsimile (31) 252-627-211.**
- 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)23-566 3006; Telex 74592 rldli nl  
E-mail "info.register@rld.minvenw.nl"