



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 : 2000-149

(A)

Date : November 30, 2000

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

Model F.28 Mk.0100

RLD Type Certificate Nr.:

T-100-87

LANDING GEAR - ANTI-SKID CONTROL BOX - MODIFICATION/REPLACEMENT

Description:

During 1999, RLD received a report concerning an incident with a Fokker 100 (F.28 Mk.0100), where, during approach, the liftdumpers inadvertently deployed. Preliminary investigation revealed that the outboard wheelspeed signal was induced to "high" by EMI, but the liftdumper arming test did not detect the signal because it was not transmitted until the skid control box was powered-up on landing gear DOWN selection. After careful evaluation of the available data, RLD considered that two separate design safety features were actually not effective. Analysis of the liftdumper system protection against EMI and investigation into the Flight Control Computer (FCC) failure mode which caused the EMI led RLD to mandate certain modifications on the affected aircraft to achieve a configuration which is significantly less susceptible to EMI on the wheelspeed signals. Airworthiness Directive (BLA) 1998-100/2 was issued to require modification of the grounding to the shielding of the Wheelspeed Sensor wiring and in addition, the installation of new electrical grounds for the Wheelspeed Sensor Channel of the Anti-Skid Control Box. To improve the resistance of the skid control system against unknown sources of EMI, a modified Skid Control Box was developed, installation of which was subsequently made mandatory by BLA 1999-127. ABS Corporation, which supplies the skid control box, has now developed yet another modification, which renders the skid control box even less susceptible to EMI signals during power-up and power-down transients. Since a potentially unsafe condition has been identified that may still exist or develop on other aircraft of the same type design, this BLA requires the modification or replacement of currently installed Skid Control Boxes with improved units.

Applicability: **Fokker Aircraft B.V.** Model F.28 Mk.0100, all serial numbers.

Effective date: January 1, 2001

Compliance: Required as indicated, unless accomplished previously.

Within the next 24 calendar months after the effective date of this directive, accomplish one of the following :

(a) Modify all Skid Control Boxes having P/N 6004272-3, 6004272-4, 6004272-5 and 6004272-6 in accordance with ABS Corporation (ABSc) Service Bulletin (SB) Fo100-32-83 dated October 30, 2000;

or

(b) Replace all Skid Control Boxes having P/N 6004272-3, 6004272-4, 6004272-5 and 6004272-6 with improved units having P/N 6004272-7 in accordance with Fokker Services SB F100-32-123 dated November 15, 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).
- * - **This Airworthiness Directive (BLA) supersedes and cancels BLA 1999-127 dated October 29, 1999.**

Address inquiries concerning this AD to:

Information Office, Section CTI; telephone 31-(0)23-566 3155; facsimile 31-(0)23-566 3006; telex 74592 rldli nl
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