



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 : 2001-040 (A)

Date : March 30, 2001

FOKKER SERVICES B.V.
(formerly Fokker Aircraft B.V.)
Model F.28 Mk.0070, Mk.0100

RLD Type Certificate Nr.:

T-100-87

ENGINE CONTROLS - THRUST REVERSER OPERATING LEVER & SELECTOR SWITCH - INSPECTION

Description:

Recently, an incident occurred with a Fokker F.28 Mk.0100 (Fokker 100) which experienced an In-Flight Thrust Reverser (T/R) deployment at top of descent. There was some buffeting but no controllability problems were experienced. Forty-five seconds later, at lower airspeed, the hydraulic pressure on the stow port of the T/R actuator overpowered the aerodynamic forces on the deployed reverser doors and closed the reverser doors. The subsequent investigation revealed that the S9 switch, located in the LH Thrust Lever Switch Box, played a important role in this incident as it was very critically adjusted. Furthermore, on this particular aircraft the LH T/R Operating Lever had insufficient over-centre force and the corresponding ground/flight switch had remained in the "ground" position unnoticed. The described conditions contributed to the incident when firm manual retardation of the thrust levers to IDLE resulted in an unintentional but temporary operation of the S9 switch. These conditions, if not corrected, could lead to further incidents of in-flight T/R deployment. Since a potentially unsafe condition has been identified that may exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) requires a one-time inspection of the over-centre force of the T/R Operating Lever and a check to verify the correct setting of the T/R selector switch (S9).

Applicability: **Fokker Aircraft B.V.** Model F.28 Mk.0070 and Mk.0100, all serial numbers.

Effective date: April 20, 2001

Compliance: Required as indicated, unless accomplished previously.

Within the next 6 calendar months after the effective date of this directive, inspect the over-centre force of the T/R Operating Lever and check to verify the correct setting of the T/R selector switch (S9) in accordance with Part 2. Accomplishment Instructions of Fokker Service Bulletin F100-76-015 dated January 15, 2001 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:

Aircraft Division, Section CTI; telephone 31-(0)23-566 3155; facsimile 31-(0)23-566 3006; telex 74592 rldli nl
E-mail "info_register@rld.minvenw.nl"