

Transport and Water Management
Inspectorate
Civil Aviation Authority Netherlands



Airworthiness Directive Of The Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

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Caution

In accordance with the Aviation Act 2001 (Wet Luchtvaart), Articles 3.22, the following Airworthiness Directive (SLA) is issued by the Minister of Transport, Public Works and Water Management. 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 thereof

BLA nr : 2003-091

Date : 31. juli 2003

FOKKER SERVICES B.V.
(Fokker)

F 27 Mk.050, MK 502 AND MK 604

CAA-NL Type Certificate Nr.: T-050-87

LANDING GEAR - SKID CONTROL UNIT - REPLACEMENT

Description :

Several Fokker 50 (F.27 Mk.050) operators have reported pulsating brake behaviour and loss of braking at low speeds in the normal braking mode. Investigation of this phenomenon has shown that electromagnetic interference (EMI), resulting from failed components in other electronic systems and induced on the wheel speed sensor and/or test inputs of the Skid Control Unit, is the cause of these problems. The Aircraft Braking Systems Corporation (ABSC) has now developed a modified Skid Control Unit, Part Number (P/N) 6004125-2 and has issued Service Bulletin (SB) 6004125-32-01 to recommend the replacement of all earlier models (P/N 6004125 and 6004125-1). Concurrently, this modified unit also provides suppression of the 20 mph wheel speed signals during the execution of a Skid Control Unit test in flight, which is recommended by the AOM, to be performed after a lightning strike with landing gear down. Suppression is considered necessary because the aforementioned signals inadvertently activate the Ground Control Relay and Flight-Idle Stop solenoid for about 16 seconds of the Propeller Control System. The modified unit retains the modification of P/N 600425-1 preventing inadvertent generation of the 20 mph wheel speed signals during power-up at landing gear extension. The conditions as described above, if not corrected, could result in continued erratic brake behaviour and propeller control problems. Since an unsafe condition has been identified that may exist or develop on aircraft of this type design, this Airworthiness Directive (BLA) requires the replacement of the affected Skid Control Units.

Applicability:

Fokker Aircraft B.V., Model F.27 Mk.050, Mk.0502 and Mk.0604 aircraft, all serial numbers, if equipped with ABSC Skid Control Units P/N 6004125 or 6004125-1.

Effective date :

September 1, 2003

Compliance:

Required as indicated, unless accomplished previously.

(a) Replace the affected Skid Control Units as follows

- (1) For Skid Control Units with P/N 6004125 (pre-ABSC SB F50-32-4), within the next 8 calendar months after the effective date of this directive, in accordance with Part 2 Accomplishment Instructions of Fokker Services SB F50-32-038 dated May 8, 2003 or a later CAA-NL approved revision; or
- (2) For Skid Control Units with P/N 6004125-1 (post-ABSC SB F50-32-4), within the next 14 calendar months after the effective date of this directive, in accordance with Part Accomplishment Instructions of Fokker Services SB F50-32-038 dated May 8, 2003 or a later CAA-NL approved revision;

Note: ABSC SB No.6004125-32-01 dated May 7, 200 also pertains to this subject.

- (b) Before or concurrent with the action as required by either paragraph (a)(1) or (a)(2) of this directive, as applicable, modify the Skid Control Unit ground wiring in accordance with Part 2 Accomplishment Instructions of Fokker Services SB F50-32-035 dated August 2, 1999 or a later CAA-NL approved revision;
- (c) After May 1, 2004, no spare Skid Control Units P/N 6004125 or 6004125-1 may be installed as replacement parts.

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; e-mail technicalservices.fokkerservices@stork.com.
- Compliance with this directive must be recorded in the proper Aircraft Log Book(s).

Address inquiries concerning this AD to
Aircraft Division, Section C&D; telephone +31-23-566-3155; facsimile +31-23-566-3006; e-mail Info.Register@lvw.nl