

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-123/1999**

Datum vydání: 02. prosince 1999

## LETADLOVÉ ZAŘÍZENÍ - UPÍNACÍ PÁSY SEDADEL POSÁDKY - KONTROLA/VÝMĚNA

**Týká se:** letadel vyrobených firmou Fokker Aircraft B.V. typu F.27 a F.28 všech verzí a výrobních čísel, vybavených upínacími ramenními pásy sedadel posádky vyrobených firmou Pacific Scientific typu 0108900.

**Datum účinnosti:** 27. ledna 2000

**Provést v termínech:** Jak je popsáno v BLA č. 1999-139 (A).

**Postup provedení prací:** Dle BLA č. 1999-139 (A).

Poznámky: Provedení tohoto PZZ musí být zapsáno do vrtulové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Stibůrek. Pokud to vyžaduje povaha tohoto PZZ musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě BLA č. 1999-139 (A).

**Ing. Pavel MATOUŠEK**  
**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

BLA nr. 1999-139 (A)

Date: October 29, 1999

FOKKER SERVICES B.V.

(formerly Fokker Aircraft B.V.)

Model F.27 and F.28, All Marks

RLD Type Certificate Nrs.: A22F, A23F, T-050-87, T-100-87

EQUIPMENT & FURNISHING - SHOULDER HARNESS - INSPECTION/REPLACEMENT

Description:

RLD recently received a report concerning an in-service Fokker aircraft, where the pilot, while bending forward during cockpit preparation, managed to pull the shoulder harness completely out of the reel. A further check revealed that the co-pilot's shoulder harness was in a similar condition. Subsequent investigation showed that the shoulder harness had been incorrectly attached into the reel mechanism. This occurrence took place only 4 flights after the affected shoulder harnesses were replaced during maintenance of the aircraft. This condition, if not corrected, could result in injury or incapacitation of the flight crew during extremely turbulent flight conditions or an emergency stop/landing. For the reasons stated above and the fact that it cannot be determined with any certainty how many other aircraft may have had incorrectly assembled shoulder harnesses installed, RLD considers that mandatory action is warranted. Since an unsafe condition has been identified that is likely to exist or develop on

other aircraft that have shoulder harnesses of the same type design installed, this Airworthiness Directive (BLA) requires the affected shoulder harnesses to be inspected and checked for proper functioning and, if necessary, replaced.

Applicability: Fokker Aircraft B.V. Model F.27 series, all Marks, all serial numbers, and F.28 series, all Marks, all serial numbers, if equipped with Pacific Scientific Model 0108900 series flight crew shoulder harness assemblies.

Effective date: November 20, 1999

Compliance: Required as indicated, unless accomplished previously.

(a) Within the next 6 calendar months after the effective date of this directive, perform a one-time inspection and functional check of the shoulder harness accordance with the Accomplishment Instructions of Fokker Services' SB F27/25-65, F28/25-103, F50-25-051 or FI00-25-088, as applicable, all dated October 14, 1999 or a later RLD-approved revision.

(b) If the shoulder harness fails the check as required by paragraph (a) of this directive, before further flight, replace the entire shoulder harness assembly with an airworthy unit of the same series.