



FOKKER

Type: F28

Seq.: 123

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**BIJZONDERE LUCHTWAARDIGHEIDSAANWIJZING  
(BLA)  
NETHERLANDS AIRWORTHINESS DIRECTIVE**

Onder verwijzing naar BLA nr. 68-19-00 en BLA nr. 74-70-00 geeft de directeur Luchtvaartinspectie van de Rijksluchtvaartdienst de volgende Bijzondere Luchtwaardigheidsaanwijzing.

*Under authority of the Netherlands Regulations on the State Control of Aviation the Director Aeronautical Inspection of the Civil Aviation Department gives the following Airworthiness Directive.*

**WINGS - INTRODUCTION OF MODIFIED BOUNDARY LAYER FENCE**

**Description:**

As recognized in the past, air-leakage through boundary layer fences results in deterioration of the wing performance. Therefore Fokker Service Bulletin F28/57-61 was issued recommending resealing of the boundary layer fences with an improved sealing compound. However, recently it was found that the sealing method did not show the anticipated improvement. On a number of post- Service Bulletin F28/57-61 Aircraft a gap appeared to be present between boundary layer fence and wing leading edge over small areas.

**Applies to:**

Fokker F.28 Aircraft MK.3000 and 4000.

Aircraft ser.nbrs. 11092, 11093, 11111 to 11241 inclusive.

Effective date: iss. 1 June 28, 1985

iss. 2 July 07, 1986

Compliance: required before December 31, 1987.

**Accomplishment:**

- 1) Aircraft serial numbers 11092, 11093, 11111 to 11234 inclusive and 11236 to 11238 inclusive:  
In accordance with Fokker Service Bulletin F28/57-75 dated 01 July 1986 or later RLD approved revision. *Rev. 1*
- 2) Aircraft serial numbers 11235 and 11239 to 11241 inclusive: will be modified to a similar production version of the ref. Service Bulletin.

BLA 85-45 iss. 2

Remarks:

- 1) In respect to art. 88 par. 3 of the State Control of Aviation Act, this AD has to be accomplished by or under supervision of an approved company.
- 2) This Airworthiness Directive (BLA) cancels and replaces BLA 85-45 dated 26 June 1985.
- 3) All operators of the affected aircraft are receiving ref. Service Bulletin directly from the aircraft manufacturer.

Reason for revision:

iss. 2 - effectivity changed

- compliance date changed

- accomplishment:- The sealing of the modified U-shaped profile has been proved to be insufficient.

An improved profile will be introduced as per the ref. SB.

Note: Address inquiries regarding this Airworthiness Directive to:  
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