



**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.

NACELLES / PYLONS - UPPER NACELLE BRACE STRUTS - INSPECTION / REPLACEMENT

Description:

As the upper brace strut had been found to be subject to possible fatigue cracking around the tapping screw holes, the first issue of this Airworthiness Directive (BLA) called for the identification of all upper brace struts and the replacement of all units deviating from the production configuration. However, a deviating strut was also found on an aircraft which was not included in the effectivity. Consequently, it seems possible that some deviating brace struts have been installed during production.

To identify any further brace struts of a deviating configuration, this Airworthiness Directive (BLA) calls for a one-time inspection of the upper brace struts as outlined in the ref. Fokker Service Bulletin.

Effectivity:

F.27 aircraft serial numbers:

10102 to 10307 inclusive, if in post- Service Bulletin F27/54-26 revision - or 1 (or non-ATA SB B-179), but pre- Service Bulletin F27/54-26 revision 2 configuration; 10308 to 10340 inclusive and 10342 to 10360 inclusive.

Effective date:

issue 1: July 07, 1988

issue 2: June 16, 1989

Compliance:

required as indicated, unless already accomplished:

- 1) at the next Check 2 or B-check, but not later than July 31, 1989, inspect all upper brace struts,
- 2) before accumulating 30,000 flight cycles, replace all affected brace struts,
- 3) affected brace struts which have accumulated 30,000 flight cycles or more must be replaced within 500 flight cycles after the effective date of this AD.

NOTE: Aircraft serial numbers 10102 to 10307 inclusive on which this inspection has been carried out before December 31, 1988 in accordance with AD (BLA) 88-44 are not affected by issue 2 of this AD. All other aircraft must be inspected.

Accomplishment: In accordance with Fokker Service Bulletin F.27/54-44 rev. 1 dated May 19, 1989 or a later RLD-approved revision.

Reason for revision: issue 2: change of effectivity.

Remarks:

- In respect to art. 88 par. 3 of the Civil Air Navigation Regulations, this Airworthiness Directive (BLA) must be accomplished by or under supervision of an approved company.
- All operators of the affected aircraft have received the ref. Service Bulletin directly from the manufacturer.

Note:

Address inquiries regarding this AD to:

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