



**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.

POWER PLANT - AFT COWLING - MODIFICATIONS

Description:

During production and qualification testing of the thrust reverser doors, some parts of the assembly were found to be defective or causing fatigue-related problems. This Airworthiness Directive (BLA) calls for the accomplishment of modifications to rectify these defects.

Effectivity:

Aft cowling P/N's 1159P41440-3 and -4 initially installed on
F.28 Mk.0100 aircraft serial numbers:
11244, 11245 and 11250 to 11253 inclusive

Effective date:

issue 1: October 17, 1988
issue 2: November 07, 1988

Compliance:

required as indicated, unless already accomplished:

- 1) prior to application of power settings higher than idle power to the thrust reverser doors, replace the aluminium brackets in accordance with part (2)E. of the ref. Fokker Service Bulletin.
- 2) before January 01, 1989, add fasteners to the thrust reverser stang beam in accordance with part (2)J. of the ref. Fokker Service Bulletin.
- 3) before accumulating 2,000 flight hours, install a filler between bracket P/N 1159P41407-123 and skin in accordance with part (2)O. of the ref. Fokker Service Bulletin.

Accomplishment:

In accordance with Fokker 100 Component Service Bulletin P41440-71-01 dated October 15, 1988 or a later RLD-approved revision.

NOTE: The removal/installation of the left and right aft cowlings must be accomplished in accordance with Fokker Service Bulletin F100-71-001 dated October 15, 1988 or a later RLD-approved revision.

Remarks:

- In respect to art.88 par.3 of the State Control of Aviation Act, this Airworthiness Directive (BLA) must be accomplished by or under supervision of an approved company.
- All operators of the affected aircraft are receiving the ref. Service Bulletin directly from the manufacturer.
- This AD (BLA) supersedes BLA 88-75 (p.n. 88/107) dated October 10, 1988.

Reason for revision:

Issue 2: the accomplishment of the repetitive inspection for chafing of the thrust reverser stow hydraulic hoses is no longer required.

Note:

Address inquiries regarding this AD to:

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