

ministerie van verkeer en waterstaat
Ministry of Transport and Public Works

rijksluchtvaartdienst
Department of Civil Aviation

directie luchtvaartinspectie
Aeronautical Inspection Directorate



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BLA nr. 89 - 18

Date: February 13, 1989

F O K K E R

Type: F.27 - 050

Seq.: 028

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.

FUEL - COLLECTOR TANK SUPPLY LINE FEEDTHROUGH HOLE - MODIFICATION

Description:

During a recent inspection, the fuel supply line to the collector tank in the nacelle was found to rub against the edge of the feedthrough hole at nacelle STA.3038.

To prevent possible chafing of the fuel lines in both nacelles, this Airworthiness Directive (BLA) calls for a modification of the feedthrough holes.

Effectivity:

F.27 Mk.050 aircraft serial numbers:
20104 to 20108 inclusive.

Effective date: February 20, 1989

Compliance: required as indicated, unless already accomplished:

- 1) before the next flight, and subsequently at intervals not exceeding 65 flight hours, inspect the fuel supply line (fwd line looking in the direction of flight) and the sheepskin-covered edges of the feedthrough holes at STA.3038 of both engine nacelles, and
- 2) before August 01, 1989 modify the feedthrough holes as outlined in the ref. Service Bulletin.

NOTE: After compliance with paragraph 2) of this Airworthiness Directive (BLA), the inspection of paragraph 1) is no longer required.

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Accomplishment: In accordance with Fokker Service Bulletin F50-28-003 dated January 31, 1989 or a later RLD-approved revision.

Remarks:

- In respect to art. 88 par. 3 of the Civil Air Navigation Regulations, this Airworthiness Directive 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.

Note:

Address inquiries regarding this AD to:

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