

ministerie van verkeer en waterstaat
Ministry of Transport and Public Works

rijksluchtvaartdienst
Department of Civil Aviation

directie luchtvaartinspectie
Aeronautical Inspection Directorate



Postbus 575 2130 AN Hoofddorp Tel. 02503 - 63131

BLA nr: 89-091 issue 2

Date : March 30, 1990

F O K K E R

Type: F.28-0100

Seq.: 033

**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.

STABILIZERS - VERTICAL STABILIZER 50 % SPAR - INTRO OF COVER

Description:

It has been reported that water gets into the servo mounts of the rudder servo. Airworthiness Directives BLA 89-41 and BLA 89-70 were issued to minimize the possibility of water ingress. To further prevent water from dripping on the rudder servo mounts, this Airworthiness Directive (BLA) calls for the installation of a cover panel over the lightning hole in the vertical stabilizer above rib 3.3 of the 50% spar.

Effectivity:

F.28 Mk.0100 aircraft:

Group I : serial numbers 11244 to 11256 inclusive, 11259, 11260 and 11268 to 11272 inclusive.

Group II: serial number 11276

Effective date: issue 1: August 21, 1989
issue 2: April 06, 1990

Compliance:

Group I aircraft: required before November 01, 1989.

Group II aircraft: required before May 01, 1990.

Accomplishment: In accordance with Fokker Service Bulletin F100-55-005 revision 1 dated March 19, 1990 or a later RLD-approved revision.

Reason for revision: issue 2: change in "effectivity" (serial number 11276 added).

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.
- This AD (BLA) supersedes BLA 89-91 dated August 14, 1989.

Note: Address inquiries regarding this AD to:

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