

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 - 125

Date : October 13, 1989

F O K K E R

Type: F.27

Seq.: 094

**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.

FUSELAGE - FLIGHT COMPARTMENT WINDOW FRAMES - INSPECTION

Description:

Full-scale fatigue tests of a Fokker 50 front fuselage section have shown that cracks may appear in the window post assemblies, particularly the side frames and frame corners LH and RH. As the basic designs of both F.27 and Fokker 50 are essentially the same, similar cracks are likely to occur on F.27 aircraft. To ensure fleet safety at present, this Airworthiness Directive (BLA) calls for a one-time inspection and, if cracks are found, the repair of the cockpit window post assemblies.

Effectivity:

F.27 aircraft serial numbers:

10102, 10105 to 10684 inclusive, 10686, 10687 and 10689 to 10692 inclusive, which are or have been in post-Service Bulletin F.27/21-30 configuration.

Effective date: October 20, 1989

Compliance: required as indicated, unless already accomplished:

1) Carry out the one-time inspection

- a) on aircraft serial numbers 10561 to 10684 inclusive, 10686, 10687 and 10689 to 10692 inclusive: upon accumulating 20,000 flight cycles, or within 90 days after the effective date of this AD, whichever occurs later;
- b) on aircraft serial numbers 10102 and 10105 to 10560 inclusive: upon accumulating 30,000 flight cycles, or within 90 days after the effective date of this AD, whichever occurs later.

2) When cracks are detected, carry out the repair instructions in accordance with Fokker Service Bulletin F.27/53-110 and the damage limitations and repair directives as outlined in Part 2 of Fokker Service Bulletin F.27/53-109.

Note: The introduction of reinforcing doublers at the corners of the windshield frame in accordance with Fokker Service Bulletin F.27/53-110 (to be issued) constitutes compliance with this AD.

Accomplishment: In accordance with Fokker Service Bulletin
F.27/53-109 dated October 10, 1989 or a later
RLD-approved revision.

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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