



**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 - LAPJOINT AT STRINGER 17/58 - REPAIR

Description:

The failures reported in the lapjoint at stringer 73 prompted the issue of Airworthiness Directive (BLA) 90-006 and the subsequent evaluation of all similar lapjoints. This resulted in the reporting of cracks at stringer 17/58 and the evaluation of similar, non-bonded dimpled riveted lapjoints using NDT techniques. The investigation revealed that cracks are hard to detect by current NDT, especially in the second (inner) layer of the joint. Because of the effects of cracks being present in the lapjoints, this Airworthiness Directive (BLA) requires a terminating repair of the lapjoint between fuselage STA.13345 and STA.14285 for the F.28 Mk.1000 and Mk.3000 series, and the lapjoint between fuselage STA.14793 and STA.16495 for the F.28 Mk.2000 and Mk.4000 series.

Effectivity:

F.28 aircraft (except Mk.0100), all serial numbers

Effective date: issue 2: February 15, 1992

Compliance: required as indicated, unless already accomplished:

- 1) for aircraft in post-SBF28/21-16 -configuration:
 - (a) accomplish the repair before accumulating 32,000 flight cycles (since new) or before February 15, 1995, whichever comes last; however,
 - (b) on aircraft which have accumulated 32,000 flight cycles or more on the effective date of this AD, but have not yet accumulated 40,000 flight cycles, accomplish the repair before accumulating 40,000 flight cycles or before February 15, 1994, whichever comes last;
 - (c) on aircraft which have accumulated 40,000 flight cycles or more on the effective date of this AD, accomplish the repair before February 15, 1993.
- 2) for aircraft in pre-SBF28/21-16 -configuration:
 - (a) accomplish the repair before accumulating 48,000 flight cycles (since new) or before February 15, 1995, whichever comes last; however,
 - (b) on aircraft which have accumulated 48,000 flight cycles or more on the effective date of this AD, but have not yet accumulated 60,000 flight cycles, accomplish the repair before accumulating 60,000 flight cycles or before February 15, 1994, whichever comes last;
 - (c) on aircraft which have accumulated 60,000 flight cycles or more on the effective date of this AD, accomplish the repair before February 15, 1993.

NOTE: After this AD(BLA) has been accomplished, the inspections in accordance with the Fokker F.28 Structural Integrity Program (SIP), item 53-30-08, are no longer required.

Accomplishment:

- In accordance with Fokker Service Bulletin F28/53-121 revision 1 dated December 13, 1991 or a later RLD-approved revision.

Reason for revision:

issue 2: revision of Service Bulletin; resultant change in "Description" and "Compliance".

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 91-022 dated March 11, 1991.

Note: Address inquiries regarding this AD to:

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