



Airworthiness Directive of The Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

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Caution

In accordance with the Civil Air Navigation Regulations (RTL), Articles 76 and 88, the following Airworthiness Directive (BLA) is issued by the Director-General of Civil Aviation of the Netherlands (Directeur-Generaal van de Rijksluchtvaartdienst-RLD). Airworthiness Directives affect aviation safety. These are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive.

BLA nr : 1991-051/4 (A)

Date : August 31, 1995

FOKKER AIRCRAFT B.V.

Model F.28 series

Type Certificate Nr.:

A23F

STANDARD PRACTICES/AIRFRAME - CORROSION CONTROL PROGRAM

Description:

In a Federal Aviation Administration (FAA) sponsored Aging Fleet Conference in June 1988, the Air Transport Association of America (ATA) and the Aerospace Industries Association of America (AIA) made a commitment to identify and implement procedures to ensure continuing structural airworthiness of aging TRANSPORT Category aircraft. The Fokker F.28 Aging Aircraft Task Group (AATG) was formed in the beginning of 1989 as a member of Product Working Group C, and included 7 operators, representing a significant portion of the high time/high cycle Fokker F.28 fleet. One of the principal tasks of the F.28 AATG was to develop a baseline corrosion prevention and control program. The results of this task, along with guidelines for implementing the program, requirements for alternate means of compliance and reporting procedures are contained in Fokker Document No. SE-253. This document defines the minimum requirements for preventing or controlling corrosion problems that may jeopardize continuing airworthiness. To meet these requirements, operators must have effective corrosion prevention and control procedures incorporated into the maintenance program for all airplanes reaching or exceeding the initial inspection time (IIT) for each airplane area or airframe part, in years of accumulated calendar time since new (TSN). The original program was recommended by the F.28 Aging Aircraft Task Group. The Department of Civil Aviation of the Netherlands (RLD) has now reviewed and approved Fokker Document No. SE-253 Revision 4. Consequently, this Airworthiness Directive (BLA) is revised to require the implementation of the Corrosion Control Program as described in the revised Fokker Document No. SE-253.

■ **Applicability:** Fokker Aircraft B.V. Model F.28 Mk.1000 through Mk.4000 series aircraft, all serial numbers.

■ **Effective date:** September 15, 1995

Compliance: Required as indicated, unless accomplished previously:

■ (a) Within the next 30 days after the effective date of this AD, revise the Fokker F.28 Maintenance Program to include the Corrosion Control Program (CCP) specified in Fokker document SE-253 Revision 4, dated July 1, 1995, or alternate means to control corrosion to **LEVEL 1** or better.

■ **Note 1:** To include the CCP as specified in Fokker document SE-253 is one way of fulfilling the requirement that corrosion must be controlled to **LEVEL 1** or better. If an operator can show that, through its existing maintenance program, corrosion is wholly, or partly, controlled to **LEVEL 1** or better, then this existing maintenance program, adjusted where needed, can be submitted for approval as an alternate means of compliance (refer to paragraph (h) of this AD).

■ **Note 2:** It is recommended that priority for implementing the CCP be given to older aircraft and areas requiring a significant upgrade of previous maintenance procedures to meet the program requirements.

■ **Note 3:** The F.28 CCP is subdivided into specific aircraft zones, each having an Initial Inspection Time (IIT) for application of the Basic Corrosion Task which includes a General Visual Inspection. An aircraft zone may contain one or more airframe parts which require a Detailed Inspection. These inspection tasks each have their own IIT. The program is applicable to all F.28 Mk.1000 through Mk.4000 aircraft, of which the age (years after manufacturing date) reaches or has exceeded the IIT of the specific aircraft zone or airframe part, in years of accumulated time since manufacturing date.

■ (b) **THE CORROSION CONTROL PROGRAM TASKS MUST BE CARRIED OUT BEFORE THE AIRCRAFT WILL EXCEED THE INITIAL INSPECTION TIME AS SPECIFIED ON THE TASK SHEETS** (years after manufacturing date).

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(c) For aircraft that have exceeded the IIT as specified on the task sheet at the effective date of this AD, the task must be carried out within the specified task repeat interval or before July 01, 1997, whichever comes first.

(d) For aircraft that have not exceeded the IIT as specified on the task sheet at the effective date of this AD, the task must be carried out before the IIT as specified, or within the specified repeat inspection interval, whichever comes later after the effective date of this AD;

(e) A minimum implementation rate of one aircraft every two years, starting July 01, 1992, is required for each aircraft zone or airframe part as follows:

(1) By accomplishing the first application of the Basic Task in all aircraft zones and airframe parts on a single aircraft every two years; or

(2) By accomplishing the first application of the Basic Task in varying zones or airframe parts on several affected aircraft, such that all aircraft zones and airframe parts receive the first application of the Basic Task every two years;

(3) The second and subsequent applications of the Basic Task are applied in accordance with the appropriate Repeat Inspection Time for each task.

(f) **LEVEL 2** corrosion findings must be reported to the RLD within 3 months after detection date;

Note 4: Definitions of **LEVEL** of corrosion may be found in Doc.No. SE-253.

(g) **LEVEL 3** corrosion findings must be reported to the RLD within 7 days after detection date;

Note 5: If **LEVEL 3** corrosion is found, the period for implementing the program in that area on the remaining aircraft in the operator's fleet may require further adjustment for that area.

(h) An alternate means of compliance which provides an equivalent level of safety may be approved by the Manager, Aircraft Maintenance & Production Section, Department of Civil Aviation of the Netherlands (RLD). The request should be forwarded with the necessary supporting data.

■ Accomplishment: In accordance with Fokker Document No. SE-253 revision 4, dated July 1, 1995; or in accordance with an approved alternate means of compliance.

■ Reason for revision: To call attention to the fact that RLD have approved revision 4 of the subject Document No. SE-253, which includes revised and additional tasks.

Remarks:

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **Fokker Aircraft B.V., Technical Support Jet Aircraft (MPTJ), Attn. Manager Airline Support, P.O. Box 12222, 1100 AE Amsterdam Zuid-Oost, The Netherlands; telephone (31) 20-605-6806; facsimile (31) 20-605-6700.**
- Compliance with this AD must be recorded in the proper Aircraft Log Book(s).
- **The requirements of this AD must be integrated into the aircraft's Maintenance Schedule.**
- This revision supersedes and cancels Airworthiness Directive (BLA) 91-051 issue 3, dated June 26, 1992.

Address inquiries concerning this AD to:

Bureau Coordination & Technical Information (CTI)
Telephone 31-(0)2503-63155; Facsimile 31-(0)2503-40741; Telex 74592 rldli nl