

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: 91-055

Date : June 14, 1991

F O K K E R

Type: F.28

Seq.: 149

**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 - CENTRE WING-TO-FUSELAGE SKIN CONNECTION - MODIFICATION

Description:

Several operators have reported fatigue cracks in the connection angles which are part of the top of the centre wing-to-fuselage skin connection. The first batch of F.28 aircraft has been equipped with connecting angles, installed with sealing angles at frame STA.9805, STA.10790 and STA.11905. The second batch of F.28 aircraft had thicker connection angles installed. However, fatigue re-evaluation revealed that the latter connection angles were also prone to fatigue cracks. Consequently, the last batch has been equipped with additional reinforcement angles at frame STA.10305 and STA.11405. Although the connecting angles of the first batch are visually inspected on a regular basis, service experience has shown that sometimes relatively large cracks can be found. Therefore, this Airworthiness Directive (BLA) requires the introduction of the improved installation.

Effectivity:

F.28 aircraft serial numbers:

11003 to 11161 inclusive, 11991 and 11992

Effective date: June 21, 1991

Compliance: required before accumulating 30,000 flight cycles, or June 01, 1997, whichever comes last.

NOTE: After this AD (BLA) has been accomplished, the inspections in accordance with the F28 Structural Integrity Program, Part I, item 53-10-14, are no longer required.

Accomplishment: in accordance with Fokker Service Bulletin F28/53-101 dated May 31, 1991 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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