

Airworthiness Directive of the Netherlands



Ministry of Transport, Public Works and Water Management

Directorate-General of Civil Aviation

Aeronautical Inspection Directorate

Bijzondere Luchtwaardigheids Aanwijzing (BLA)

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. They 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 : 91-058/5 (A)
Date : July 16, 1993

FOKKER AIRCRAFT B.V.
Model F.27 series

Seq.: 103

Type Certificate Nr.:

A22F

C O R R E C T I O N

STANDARD PRACTICES/AIRFRAME - AGING AIRCRAFT MODIFICATIONS

Description:

Following the Air Transport Association (ATA)'s initiative in setting up the Airworthiness Assurance Task Force (AATF) to review the continued safe operation of large transport aircraft, Fokker initiated an F.27 Aging Aircraft Working Group. This Group undertook a review of the effectiveness of maintenance, the Structural Integrity Program Part I and re-evaluated Service Bulletins concerned with inspections and modifications relevant to the aircraft's structural condition. At the conclusion of the review, the Task Group made a number of recommendations, including the consideration for mandatory status of certain modifications, declared retirement lives and new inspections.

These recommendations have been laid down in Fokker B.V. Report No. SE-278, issue no.: 3, dated February 01, 1993, which has been reviewed and approved by the Department of Civil Aviation of the Netherlands (RLD). The report refers to modifications related to fatigue and corrosion (Part II) and gives a list of terminating actions (Service Bulletins) to be revised and/or under development by Fokker Aircraft B.V. (Part III).

Since fatigue cracking and/or corrosion is likely to exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) requires modifications of the affected Fokker F.27 series airplanes at or before the compliance dates as set forth in Appendices I and II of this AD.

- Effectivity: F.27 aircraft (except Mk.050), serial numbers as listed in Appendices I and II of this AD.
- Effective date: August 01, 1993
- Compliance: Required as indicated in Appendices I and II of this AD.
- Accomplishment: In accordance with the Fokker Service Bulletins listed in Appendices I and II of this AD.
- Reason for revision: Revision 1 of Fokker Service Bulletin F27/57-68; re-issue of Fokker Report No. SE-278.

Remarks:

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from the manufacturer.
- Compliance with this AD must be recorded in the proper Aircraft Log Book(s).
- This revision supersedes and cancels Airworthiness Directive (BLA) 91-058/4 dated October 05, 1992.

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BLA nr: 91-058/5 (A)

APPENDIX I

ACCOMPLISHMENT OF FOKKER F.27 SERVICE BULLETINS RELATED TO FATIGUE.

S.B No.	S.B. Title	Aircraft S/N Effectivity	Structural Modification	Incorporation Threshold
53-33 (B-77) original issue dated 15 Sep 1961.	Rear fuselage structure - Reinforcement of frames at Sta.19180, 20400 and 20950.	10102 thru 10194 only for aircraft equipped with Dart 7 engines.	Reinforcement of frames by riveting channels to the frame webs and the fuselage skin.	January 01, 1995.
55-12 (B-67) Rev.- dated 10 Apr 1962.	Vertical Stabilizer - Skin panel attached to formers at Sta.5120 and 5460.	Part I: 10102 thru 10176, 10182 thru 10186, 10189 and 10190 only for aircraft equipped with Dart 7 engines. Note: Aircraft modified in acc.with Fokker Dwg. No. 27.1-31-81.334 comply with intent of Part I. Part II: 10102 thru 10210 only for aircraft equipped with Dart 7 engines.	Introduction of modified formers at Sta.5120 which are riveted to the skin and stringers per Part I. Introduction of formers at Sta.5460 which are also riveted to the skin and stringers as per Part II.	January 01, 1995. January 01, 1995.
55-61 Rev.2 dated 14 Sep 1992.	Elevator - Introduction of improved ribs in the RH elevator at Sta.300 and 400.	10102 thru 10330 for aircraft in pre-SB F.27/55-40 Part II configuration.	Introduction of new rib at Sta.300 milled from 7075T73; a reinforced rib at Sta.400; and new torque tubes on the RH elevator.	January 01, 1995.
57-68 Rev.1 dated 17 May 1993.	Outer Wing - Interim inspection and repair of the Top Skin stringers 4, 5, 6, and 7.	10102 thru 10684, 10686, 10687 and 10689 thru 10692.	One-time inspection of the Top Skin stringers 4, 5, 6, and 7. Modification of the rib-to-stringer connections.	In acc.with Part 2 of SB F.27/57-68 Rev.1. In acc.with Part 1 of SB F.27/57-68 Rev.1.

APPENDIX II

ACCOMPLISHMENT OF FOKKER F.27 SERVICE BULLETINS RELATED TO CORROSION.

S.B No.	S.B. Title	Aircraft S/N Effectivity	Structural Modification	Incorporation Threshold
53-19 (B-45) iss.3 dated 10 Feb 1961.	Dorsal Fin - Introduction of additional inspection covers.	10102 thru 10180.	Introduction of three inspection covers on LH side and one on RH side of dorsal fin.	January 01, 1996.
53-58 (B-149) Rev.- dated 20 May 1964.	Fuselage Structure - Introduction of access holes in box type main frames Sta.7961 and 9439.	10105 thru 10141.	Introduction of access holes in frames Sta.7961 and 9439; and addition of corrosion protection treatment.	January 01, 1996.
53-76 (B-211) Rev.- dated 20 May 1969.	Fuselage - Introduction of additional drain holes in fuselage bottom skin.	10102 thru 10328.	Drain holes are introduced between the vertical members of the main frames at Sta.7961 and 9439.5.	January 01, 1996.
57-7 (mod.54) iss.1 dated 22 Jul 1959.	Outer Wing Structure - Introduction of additional inspection doors.	10105 thru 10114, and 10116 thru 10130.	Introduction of additional inspection doors.	January 01, 1996.

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