Ministry of Transport, Public Works and
Water Management
Directorate-General of Civil Aviation
Aeronautical Inspection Directorate

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 : 1991-113/4 **(A)**

Date : August 31, 1995

FOKKER AIRCRAFT B.V.

Model F.27 series

RLD Type Certificate Nr.: A22F

STANDARD PRACTICES/AIRFRAME - CORROSION CONTROL PROGRAM

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 (AAWG). This Group undertook a review of the effectiveness of maintenance. One of the principal tasks of the F.27 AAWG 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-291.
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 Department of Civil Aviation of the Netherlands (RLD) has reviewed and approved Fokker Document No. SE-291 Revision 3. 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-291.

Applicability: **Fokker Aircraft B.V.** Model F.27 Mk.100 through Mk.700 series aircraft, all serial numbers.

Effective date: September 15, 1995

Compliance: Required as indicated, unless already accomplished:

(a) Within the next 30 days after the effective date of this AD, revise the Fokker F.27 Maintenance Program to include the Corrosion Control Program (CCP) specified in Fokker document SE-291 Revision 3, dated January 15, 1995, or alternate means to control corrosion to LEVEL 1 or better.

Note 1: To include the CCP as specified in Fokker document SE-291 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 (For details how to submit a request for approval, refer to paragraph (h) of this directive).

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.27 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. Each inspection task has its own IIT. A Task may contain one or more airframe parts which require a Detailed Inspection. The program is applicable to all F.27 Mk.100 through Mk.700 series aircraft of which the age (years after manufacturing date) reaches or has exceeded the IIT of the specific 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).

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

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(d) For aircraft that have not exceeded the IIT as specified on the task sheet on 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 last, but not later than October 01, 1997;

(e) For aircraft that have already exceeded the IIT on the effective date of this AD, a minimum implementation rate of one aircraft every two years is required for each aircraft zone or airframe part, starting not later than January 01, 1994, 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 three months after detection date;

Note 4: Definitions of **LEVEL** of corrosion may be found in the referenced Fokker Document No. SE-291 Revision 3.

(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 alternative means of compliance which provides an equivalent level of safety may be used if approved by the Manager, Aircraft Maintenance & Production Division, 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-291 Revision 3, dated January 15, 1995; or in accordance with an approved alternative means of compliance.

Reason for revision: To call attention to the fact that RLD have approved revision 3 of the subject Document No. SE-291, 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 Turboprop Aircraft (MPTT), Attn. Manager Airline Support, P.O. Box 12222, 1100 AE Amsterdam Zuid-Oost, The Netherlands; telephone (31) 20-605-7379; facsimile (31) 20-605-7555.**
- Compliance with this AD must be recorded in the proper Aircraft Log Book(s).
- Where applicable, the requirements of this AD must be integrated into the aircraft's Maintenance Schedule.
- This revision supersedes and cancels Airworthiness Directive (BLA) 91-113/3, dated November 01, 1993.

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