

# AIRWORTHINESS DIRECTIVE OF THE NETHERLANDS

( Bijzondere Luchtwaardigheids Aanwijzing - BLA )



Ministry of Transport, Public Works and Water Management

Directorate-General of Civil Aviation

Aeronautical Inspection Directorate

Postbus 575 2130 AN Hoofddorp Tel.02503-63131

BLA nr: 92-119

Date : October 23, 1992

F O K K E R

Type: F.28

Seq.: 154

The following Airworthiness Directive (BLA), issued by the Department of Civil Aviation of the Netherlands (Rijksluchtvaartdienst - RLD) in accordance with the Civil Air Navigation Regulations (RTL), Art.76 and 88, applies to an aircraft model of which our records indicate you may be the registered owner. 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.

## STABILIZERS - HORIZONTAL STABILIZER ATTACH FITTINGS - REPLACEMENT

### Description:

In October 1990, one Fokker F.28 operator reported a crack in the RH upper lug of the horizontal stabilizer attach fitting, which was found to have been caused by stress corrosion. As cracks in this area could lead to unwanted movement of the horizontal stabilizer, Airworthiness Directive (BLA) 91-003 was issued to require a one-time inspection and, if cracks were found, the rework or replacement of the affected fittings. As a result, several cracks have been reported which required corrective action. Since this unsafe condition may still exist or develop on other aircraft of the same type design, this Airworthiness Directive requires the replacement of all aluminium AL7079 fittings with units made from AL7075-T73, which is much less sensitive to stress corrosion.

### Effectivity:

F.28 aircraft (except Mk.0100) serial numbers:  
11003 to 11151 inclusive, 11991 and 11992

Effective date: November 01, 1992

Compliance: required before November 01, 1995

NOTE: After compliance with the requirements of this directive, the repetitive inspection of these fittings, as required by the Fokker F.28 Structural Integrity Program (SIP) Item 55-50-05, is no longer necessary, and the retirement lives of the fitting lugs as required by SIP items 55-50-01 and 55-50-02 no longer apply.

Accomplishment: In accordance with Fokker Service Bulletin F.28/55-29 dated September 30, 1992 or a later RLD-approved revision.

Remarks:

- Operators of the affected aircraft may obtain copies of the ref. service information upon request directly from the manufacturer.
- Compliance with this AD must be recorded in the proper Aircraft Log Book(s).
- \* - This AD (BLA) supersedes and cancels BLA 91-003 dated January 18, 1991.

Note: Address inquiries regarding this AD to:

Department of Civil Aviation, Aeronautical Inspection Directorate  
c/o Bureau Technical Administration  
P.O. Box 575, 2130 AN Hoofddorp, the Netherlands  
Telex: 74592 rldli nl, Telephone: (-)-31-(0)2503-63155, Facsimile: (-)-31-(0)2503-40741

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