

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 : 93-069 (A)
Date : June 01, 1993

FOKKER AIRCRAFT B.V.

Model F.28 Mk.0100

Seq.: 117

Type Certificate Nr.:

T-100-087

STABILIZERS - VERTICAL STABILIZER TORSION BOX - REINFORCEMENT

Description:

During full-scale fatigue tests on the Fokker F.28 Mk.0100 test article for the stabilizers, cracks were found at bolt holes in the RH flange of the torsion box and in the finger strip on the LH flange at Rib 5.0 of the vertical stabilizer. If not corrected, these cracks may lead to a deteriorated fatigue life of the vertical stabilizer structure. Since the unsafe condition described may exist or develop on other aircraft of the same type design, Airworthiness Directive (BLA) 92-083 was issued to detect any cracks at an early stage and requires a periodical inspection of the affected area. To prevent cracks and to improve fatigue life, the present Airworthiness Directive requires the installation of six support brackets on rib 5.0 and two angle brackets and attachments to the fin cap fairing.

Effectivity:

F.28 Mk.0100 aircraft serial numbers:
11244 to 11419 inclusive, and 11421.

Effective date: June 08, 1993

Compliance: Required as indicated, unless accomplished previously:

(a) Before accumulating 6,000 flight cycles since new, modify the Vertical Stabilizer Torsion Box in accordance with Fokker Service Bulletin (SB) F100-55-009 dated April 09, 1990 or a later RLD-approved revision; and Fokker SB F100-55-014 dated November 29, 1990 or a later RLD-approved revision;

NOTE 1: If the modification as required by paragraph (e) of this AD is accomplished before the aircraft accumulates 6,000 flight cycles since new, the modification in accordance with Fokker SB F100-55-014 is not required.

(b) For aircraft which have already accumulated or exceeded 6,000 flight cycles since new on the effective date of this AD, within the next 30 days after the effective date of this AD, modify the Vertical Stabilizer Torsion Box in accordance with Fokker SB F100-55-009 dated April 09, 1990 or a later RLD-approved revision; and Fokker SB F100-55-014 dated November 29, 1990 or a later RLD-approved revision;

NOTE 2: Some aircraft have had these modifications incorporated before delivery; others may have complied previously with BLA 90-047 and/or BLA 90-140; if so, no further action is required for paragraphs (a) and (b) of this AD.

(c) Before accumulating 8,500 flight cycles since new, and thereafter at intervals not to exceed 2,000 flight cycles, inspect the flanges and finger strips at Rib 5.0 of the vertical stabilizer in accordance with Fokker SB F100-55-019 dated August 11, 1992 or revision 1 dated May 19, 1993 or a later RLD-approved revision.

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(d) For aircraft which have already accumulated or exceeded 8,500 flight cycles since new on the effective date of this AD, within 30 days after the effective date of this AD and thereafter at intervals not to exceed 2,000 flight cycles, inspect the flanges and finger strips at Rib 5.0 of the vertical stabilizer in accordance with Fokker F100-55-019 dated August 11, 1992 or revision 1 dated May 19, 1993 or a later RLD-approved revision;

NOTE 3: For aircraft which have previously complied with BLA 92-083, the initial inspection within 30 days is not required.

(e) Before accumulating 13,500 flight cycles since new, inspect the flanges and finger strips at Rib 5.0 of the vertical stabilizer in accordance with Fokker SB F100-55-019 dated August 11, 1992 or revision 1 dated May 19, 1993 or a later RLD-approved revision and, if no cracks are found, reinforce rib 5.0 of the vertical stabilizer in accordance with Fokker SB F100-55-018 dated May 19, 1993 or a later RLD-approved revision.

NOTE 4: After accomplishment of the reinforcement in accordance with paragraph (e) of this AD, the periodical inspections of paragraph (c) or (d) of this AD, as applicable, are no longer required.

(d) If, during any inspection as required by this AD, cracks are found, contact the manufacturer for repair instructions.

NOTE 5: If the modification as required by paragraph (e) of this AD is accomplished before the aircraft accumulates 7,300 flight cycles since new, the pre-modification inspection in accordance with Fokker SB F100-55-019 is not required.

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).
- Where applicable, the requirements of this AD must be integrated into the aircraft's Maintenance Schedule.
- * - This Airworthiness Directive (BLA) supersedes and cancels BLA 90-047 dated May 01, 1990; BLA 90-140 dated December 14, 1990; and BLA 92-083 dated August 14, 1992.

Address inquiries concerning this AD to:

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