

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 : 94-062 (A)

Date : April 29, 1994

FOKKER AIRCRAFT B.V.

Model F.28 Mk.0100

Type Certificate Nr.:

T-100-87

CORRECTION

EXHAUST - THRUST REVERSER DOOR BUMPER FITTINGS - MODIFICATION

Description:

During full-scale fatigue tests on the Fokker F.28 Mk.0100 test article for the stabilizers, cracks were found in the flanges of the LH and RH main hinge fittings. Investigation has shown that the loads on the aircraft tail, due to thrust reverser operation, are higher than originally anticipated. If not corrected, this may lead to a deteriorated fatigue life of the horizontal stabilizer main hinge fitting structure. Airworthiness Directive (BLA) 93-137 has already been issued on this subject, to require the modification of the Horizontal Stabilizer structure. Since an unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, the present Airworthiness Directive is issued to reduce the fatigue loads on the tail and requires (1) the modification of the thrust reverser doors, (2) the installation of MFDUs incorporating software versions V7R1 or V8R1, as applicable, and (3) the modification of spare aft engine cowlings.

Applicability: **Fokker Aircraft B.V.** Model F.28 Mk.0100 aircraft, serial numbers 11244 through 11460, 11463 through 11469, 11471, 11474, 11476, 11478 and 11479; and **Grumman Aerospace** part number (P/N) 1159P41440 spare Aft Engine Cowlings, serial number (S/N) A0002 through A0031, S/N B0001 through B0020 (also identified as S/N 1001 through 1020) and S/N 1021 through 1220.

Effective date: May 15, 1994

Compliance: Required as indicated, unless accomplished previously.

Before accumulating 15,000 flight cycles since new, accomplish the following:

(a) Modify the thrust reverser doors in accordance with Fokker Service Bulletin (SB) F100-78-010, dated February 07, 1994, or a later RLD-approved revision;

(b) Replace the Collins Multifunction Display Units (MFDU) P/N 622-8047-412 or P/N 622-8047-422 with MFDUs P/N 622-8047-414 or P/N 622-8047-423, as applicable, in accordance with Fokker SB F100-31-036, dated February 07, 1994, or a later RLD-approved revision;

Note 1: The modifications and replacements required by paragraphs (a) and (b) of this AD must, in principle, be accomplished concurrently on each aircraft. However, provided a placard P/N D46220-001 or P/N D46220-002, as applicable, is installed on the main instrument panel in accordance with Fokker SB F100-31-038, dated April 26, 1994, it is allowed to operate an aircraft that is equipped with the new MFDU P/N 622-8047-414 or P/N 622-8047-423, as applicable, while the thrust reverser doors are still in pre-SBF100-78-010 configuration.

(c) Modify the affected Grumman Aerospace spare Aft Engine Cowlings, P/N 1159P41440, in accordance with Fokker Component SB P41440-78-02, dated December 17, 1993 or a later RLD-approved revision.

Note 2: Before modified aft engine cowlings P/N 1159P41440 are installed on an aircraft, the entire package of modifications must be accomplished. Unmodified aft engine cowlings P/N 1159P41440 may not be installed on modified aircraft.

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