

# 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 : 94-092 (A)

Date : May 25, 1994

**FOKKER AIRCRAFT B.V.**

**Model F.27 series**

Type Certificate Nr.:

A22F

FUSELAGE - OUTER SKIN LAPJOINTS BELOW FLOOR LEVEL - MODIFICATION

## Description:

A recent fatigue analysis of the Fokker Model F.27 has shown that the lapjoints below the "chine line", between fuselage STA.1400 and STA.16660, are vulnerable to multiple-site cracking when the aircraft is operated, or has been operated, at 5.5 psi cabin pressure differential, and when the affected bottom fuselage skin panels have a thickness of 0.6 mm (between STA.1400 and STA.12975) or 0.7 mm (between STA.12975 and STA.16660). The Fokker F.27 Structural Integrity Program (SIP), Document No.27438, Revision 10, which was made mandatory by Airworthiness Directive (BLA) 91-049, dated June 7, 1991, includes three inspections for the affected lapjoints. After evaluating the probability of the occurrence of cracking, the difficulty in inspecting, and the potential for a safety problem, the F.27 Aging Aircraft Working Group decided that these lapjoints require a terminating modification. RLD concurs with this decision and has reviewed and approved Fokker Service Bulletin (SB) F.27/53-116 that describes the installation of an external doubler on top of each lapjoint. Since an unsafe condition has been identified that is likely to exist or develop on aircraft of this type design, the present Airworthiness Directive is issued to extend fatigue life and requires modification of the affected lapjoints.

**Applicability:** Fokker Aircraft B.V. Model F.27 Mk.100 through Mk.700 series, serial numbers 10102 through 10375, that are operated, or have been operated, at 5.5 psi cabin pressure differential in pre- SBF.27/53-68 -configuration or pre- SBF.27/53-85 -configuration, as applicable.

**Effective date:** July 01, 1994

**Compliance:** Required as indicated, unless already accomplished.

(a) Before accumulating 32,000 flight cycles since new, or within two (2) calendar years after the effective date of this AD, whichever occurs later, modify the lapjoints between fuselage STA.1400 and STA.12975, as applicable, in accordance with paragraph 2. Accomplishment Instructions, Parts 1 and 2, of Fokker SB F.27/53-116, dated April 15, 1994 or a later RLD-approved revision;  
**Note 1:** After accomplishment of the modifications as described in paragraph (a) of this directive, the F.27 SIP inspection items 53-30-02 and 53-30-03 are no longer required.

(b) Before accumulating 56,000 flight cycles since new, or within two (2) calendar years after the effective date of this AD, whichever occurs later, modify the lapjoint between fuselage STA.12975 and STA.16660, as applicable, in accordance with paragraph 2. Accomplishment Instructions, Part 3, of Fokker SB F.27/53-116, dated April 15, 1994 or a later RLD-approved revision;  
**Note 2:** After accomplishment of the modification described in paragraph (b) of this directive, the F.27 SIP inspection item 53-30-04 is no longer required.

Correspondence address

P.O. box 575, 2130 AN Hoofddorp, the Netherlands

Telephone 31-(0)2503-63131

BLA nr: 94-092 (A)

**Note 3:** For the modifications required by paragraphs (a) and (b) of this AD, other thresholds may be used, provided these are in accordance with the directions and calculations given in Fokker SB F.27/53-116, dated April 15, 1994, paragraph 1. D. Compliance, Part 1 and 2, NOTE 2, or paragraph 1. D. Compliance, Part 3, NOTE 2, as applicable.

**Note 4:** An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be used, in accordance with Fokker SB F.27/53-116, dated April 15, 1994, paragraph 1. D. Compliance, Part 1 and 2, NOTE 3, or paragraph 1. D. Compliance, Part 3, NOTE 3, as applicable, if approved by the RLD Aircraft Certification Division. Operators shall submit their request through an appropriate RLD Maintenance Inspector, who may add comments and then send it to the RLD Aircraft Certification Division. Information concerning the existence of RLD-approved alternative methods of compliance with this AD, if any, may be obtained from Fokker Aircraft B.V.

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).

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