



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 : 1994-172/2 (A)

Date : January 31, 1996

FOKKER AIRCRAFT B.V.

Model F.28 Mk.0100

Type Certificate Nr.:

T-100-87

WINGS - OUTER WING COLLECTOR TANK AREA - INSPECTION/MODIFICATION

Description:

During recent scheduled maintenance on a Fokker Model F.28 Mk.0100, the RH wing collector tank ribs were found to be damaged. Subsequent investigation revealed that this had been caused by over-pressure in the RH collector tank during refuelling. The top-hat stringers between the wing collector tank and the outer wing tank contain restriction blocks that are intended to close off, but still ventilate, the collector tank. The four most forward top-hat stringers should not contain these restriction blocks, to enable fuel flow from the wing collector tank to the outer wing tank. The reported over-pressure was due to the installation of restriction blocks in these four top-hat stringers, which resulted in insufficient fuel transfer capacity.

This condition, if not corrected, could lead to deformation and cracking of the wing collector tank ribs.

Airworthiness Directive (BLA) 94-172 was issued to require a one-time pressure check of the collector tanks; an internal inspection for damage, as necessary; and ultimately, modification to four top-hat stringers in the outer wing tank area. Further analysis has now shown that static electricity build-up during refuelling cannot be completely ruled out. As this complicates the problem, Fokker Aircraft have advised RLD to shorten the compliance period. Since an unsafe condition has been identified that may still exist or develop on other aircraft of the same type design, the present BLA 1994-172/2 maintains the requirements but is revised to reflect more stringent compliance periods.

Applicability: Fokker Aircraft B.V. Model F.28 Mk.0100 aircraft, serial numbers 11244 through 11277, 11279, 11281 through 11287 and 11289 through 11400.

Effective date: February 15, 1996

Compliance: Required as indicated, unless already accomplished.

(a) Within the next 30 days after the effective date of this BLA, perform a pressure check on each collector tank during refuelling, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin (SB) F100-57-030 dated December 17, 1994, or Revision 1 dated September 27, 1995, or a later RLD-approved revision;

(b) If the measured pressure exceeds the "Pressure Limits Category (PLC) 1", depending on the fuel flow rate applied, within the time limits specified in Table 1 of Fokker SB F100-57-030 Revision 1 dated September 27, 1995, perform a Non Destructive Test (NDT) inspection of the collector tank ribs on the affected wing at STA.1825, STA.2230, and STA.2635, in accordance with Part 2 of the Accomplishment Instructions of Fokker SB F100-57-030 dated December 17, 1994, or Revision 1 dated September 27, 1995, or a later RLD-approved revision;

(c) If any aircraft, on the effective date of this BLA, has already reached or exceeded the time limits specified in Table 1 of Fokker SB F100-57-030 Revision 1 dated September 27, 1995, within the next three months or 100 flight cycles after the effective date of this BLA, whichever occurs later, perform an NDT inspection of the collector tank ribs on the affected wing at STA.1825, STA.2230, and STA.2635, in accordance with Part 2 of the Accomplishment Instructions of Fokker SB F100-57-030 dated December 17, 1994, or Revision 1 dated September 27, 1995, or a later RLD-approved revision;

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■ (d) Concurrent with the accomplishment of the NDT inspection of the collector tank ribs as required by
■ paragraph (b) or (c) of this BLA (PLC 2 through 7), or before January 1, 1997 (PLC 1), as applicable,
■ depending on the results of the pressure check as required by paragraph (a) of this BLA, modify the four
■ affected top-hat stringers in the outer wing tank area by removing the restriction blocks, in accordance with
■ the Accomplishment Instructions of Fokker SB F100-57-029 dated December 17, 1994 or a later
■ RLD-approved revision;

■ (e) If, as a result of the NDT inspection of the wing collector tank ribs as required by paragraph (b) or (c)
■ of this BLA, as applicable, deformations and/or cracks are found, before further flight, contact Fokker Aircraft
■ for repair instructions.

Remarks:

- - Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from
■ **Fokker Aircraft B.V., Technical Support Jet Aircraft (MPTJ), Attn. Manager Airline Support, P.O. Box 12222,**
■ **1100 AE Amsterdam Zuid-Oost, The Netherlands; telephone (31) 20-605-6806; facsimile (31) 20-605-6700.**
- - Compliance with this AD must be recorded in the proper Aircraft Log Book(s).
- - This revision supersedes and cancels Airworthiness Directive (BLA) 94-172 dated December 23, 1994.

Address inquiries concerning this AD to:

■ Bureau Coordination & Technical Information (CTI); Telephone 31-(0)23-566 3155; Facsimile 31-(0)23-562 3848; Telex 74592 rldi nl