



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 : 1995-017 (A)

Date : February 28, 1995

FOKKER AIRCRAFT B.V.

Model F.28 Mk.0100

Type Certificate Nr.:

T-100-87

STABILIZERS - VERTICAL STABILIZER TORSION BOX - MODIFICATION

Description:

During full-scale fatigue tests on the Fokker Model F.28 Mk.0100 test article for the stabilizers, cracks were found at the 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. As these cracks could lead to a deteriorated fatigue life of the vertical stabilizer structure, Airworthiness Directive (BLA) 93-069 was issued to prevent cracks and requires the accomplishment of Fokker Service Bulletin (SB) F100-55-018, which introduces support brackets on Rib 5.0. More recent full-scale fatigue tests, however, have revealed cracks in Rib 5.0, due to this modification. This condition, if not corrected, produces a too rapid change in structural strength and may lead to consequential cracking of the vertical stabilizer structure. Since an unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) requires an additional modification that introduces cold-expanded bolt holes in the torsion box at Rib 5.0 of the vertical stabilizer.

Applicability: **Fokker Aircraft B.V.** Model F.28 Mk.0100 aircraft, serial numbers 11244 through 11460, 11463 through 11469, 11471, 11474 through 11483, 11489, 11490, 11491, 11497, 11498, 11499, 11501, 11502, 11504, 11506, 11507, 11512 through 11515, 11517 and 11520.

Effective date: March 7, 1995

Compliance: Required as indicated, unless accomplished previously.

Cold-expand the 12 hi-lok bolt holes at the Rib 5.0 position of the vertical stabilizer torsion box, in accordance with Parts 1, 2 and 3 of the ACCOMPLISHMENT INSTRUCTIONS, as applicable, of Fokker SB F100-55-023, dated January 3, 1995 or a later RLD-approved revision, as follows:

(a) For aircraft which have already been in-service modified to post-SB F100-55-018-configuration, before accumulating 10,000 flight cycles since the accomplishment of the modification in accordance with Fokker SB F100-55-018 (as required by BLA 93-069); or

(b) For aircraft which are still in pre-SB F100-55-018-configuration, concurrent with the accomplishment of the modification in accordance with Fokker SB F100-55-018 (as required by BLA 93-069); or

(c) For aircraft which have had SB F100-55-018 factory-incorporated, before accumulating 10,000 flight cycles since new.

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