



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 : 1995-087 (A)

Date : August 31, 1995

FOKKER AIRCRAFT B.V.

Model F.28 Mk.0070 and Mk.0100

Type Certificate Nr.:

T-100-87

WINGS - LEADING EDGE BLEED AIR HOLES - INSPECTION/REWORK

Description:

On the Fokker Model F.28 Mk.0070/Mk.0100 assembly line, one aircraft was identified where the number of bleed air holes in one of the wing leading edge sections was not in accordance with the specified system requirements. The bleed air holes are required to ensure the correct functioning of the wing leading edge anti-icing system. Subsequent investigation revealed that some spare wing leading edge sections without any bleed air holes present, may have been shipped to operators. At present, it is unknown whether these units have been installed on aircraft in service, or are still held in stock. Since an unsafe condition has been identified that may exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) requires a one-time inspection of all Fokker F.28 Mk.0070 and Mk.0100 wing leading edge panels, including units held as spares, and rework, as necessary.

Applicability: Fokker Aircraft B.V. Model F.28 Mk.0070 and Mk.0100 aircraft, serial numbers 11244 through 11460, 11463 through 11471, 11474 through 11484, 11488 through 11491, 11497, 11498, 11499, 11501 through 11504, 11506, 11507, 11512 through 11515, 11517, 11519 through 11523, 11527 and 11528; Spare wing leading edge sections, Part Number (P/N) D14010-(), D14020-(), D14030-(), D14040-(), D19667-(), D19668-(), D19669-() and D19670-().

Effective date: September 15, 1995

Compliance: Required as indicated, unless accomplished previously.

- (a) Within 60 days after the effective date of this AD, inspect all wing leading edge sections for the presence of the correct number of bleed air holes in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin (SB) F100-57-032 dated August 21, 1995 or a later RLD-approved revision;
- (b) Before installation on any aircraft, or within 60 days after the effective date of this AD, whichever occurs first, inspect all spare wing leading edge sections for the presence of the correct number of bleed air holes in accordance with Part 1 of the Accomplishment Instructions of Fokker Component Service Bulletin (CSB) D14000-57-004 dated August 21, 1995 or a later RLD-approved revision;
- (c) If the inspection of paragraph (a) or (b) of this AD, as applicable, reveals any missing bleed air holes, before further flight, rework the affected wing leading edge section in accordance with Part 2 of the Accomplishment Instructions of either SB F100-57-032, or CSB D14000-57-004, as applicable, both dated August 21, 1995 or a later RLD-approved revision;
- (d) Report any findings that deviate from the specified number of bleed air holes to the manufacturer.

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).

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