



## Airworthiness Directive of the Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

Correspondence address  
P.O. Box 575, 2130 AN Hoofddorp, The Netherlands

### 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 : 1995-126 (A)

Date : November 30, 1995

**FOKKER AIRCRAFT B.V.**

Model F.28 series

RLD Type Certificate Nr.:

A23F

### Correction issued March 31, 2000

DOORS - REAR CARGO DOOR & AUXILIARY STRUCTURE - INSPECTION/MODIFICATION

### Description:

On several Fokker Model F.28 aircraft, corrosion has been found inside the rear cargo door, specifically during replacement of the cargo door hinge as required by Airworthiness Directive (BLA) 93-055, in accordance with Fokker Service Bulletin (SB) F.28/52-110. In one case, the corrosion was so severe that a number of structural parts had to be replaced. Investigation has revealed that the affected area is difficult to access for inspections and rather prone to corrosion. Spilled toilet fluids can enter the cargo door and may subsequently be absorbed by the insulation blankets, resulting in a continuous corrosive environment inside the door. As a result of the review of recently released *Aging Aircraft* related SB's, the F.28 Structures Working Group (SWG) recommended to classify Fokker SB F.28/52-111 as MANDATORY. To underline that recommendation, the SWG decided to incorporate SB F.28/52-111 by reference into Part II of the SWG's "Final Document", SE-243, revision 3, dated January 12, 1995. After careful analysis of the available information, RLD concurs. Since an unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, this BLA requires a one-time inspection of the rear cargo door and auxiliary structure for corrosion, modifications to prevent corrosion, subsequent routine borescope inspections and reporting of the findings to the manufacturer to facilitate the development of a final inspection task, to be incorporated into the F.28 Corrosion Control Program.

■ Applicability: **Fokker Aircraft B.V.** Model F.28 Mk.1000 through Mk.4000 series, serial numbers 11021 through 11241, 11991 and 11992.

Effective date: January 1, 1996

Compliance: Required as indicated, unless accomplished previously.

(a) Within two years after the effective date of this BLA, inspect the rear cargo door and auxiliary structure for corrosion, rework and apply preventive measures as necessary, and perform the modifications, in accordance with Fokker SB F.28/52-111, dated March 12, 1994 or a later RLD-approved revision.

(b) Within 6,000 flight hours or three (3) years after the inspection/modifications as required by paragraph (a) of this BLA, whichever occurs first, and thereafter at intervals not to exceed 6,000 flight hours or three (3) years, whichever occurs first, perform a borescope inspection of the rear cargo door for corrosion, condition and security, in accordance with the procedures as outlined in the F.28 Maintenance Manual, Chapter 52-30-02.

**Note :** F.28 Maintenance Circular No. 52-14, dated July 01, 1994 also pertains to this subject.

(c) Report all inspection findings 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).
- Where applicable, the requirements of this AD must be integrated into the aircraft's Maintenance Schedule.

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