



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 : 1996-042 (A)

Date : April 29, 1996

FOKKER AIRCRAFT B.V.

Model F.27 Mk.050 series

Type Certificate Nr.:

T-050-87

WINGS - BOTTOM SKIN ACCESS COVERS - INSPECTION/REWORK

Description:

On a number of aircraft on the Fokker Model F.27 Mk.050 production line, the heads of countersunk screws were found not to seat properly in their countersinkings. The affected screws are used for the attachment of centre wing bottom skin access panels part number (P/N) 923AB and 924AB. This condition, if not corrected, may result in unequal loads on these screws, and subsequent fatigue cracks may appear in the rabbets of the centre wing bottom skin. 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 a visual inspection of the heads of the affected screws, and, if improper seating is found, the rework and Eddy Current inspection of the affected holes.

Applicability: **Fokker Aircraft B.V.** Model F.27 Mk.050 series, serial numbers 20103 through 20263.

Effective date: May 15, 1996

Compliance: Required as indicated, unless accomplished previously.

(a) Before the aircraft accumulates 24,000 flight cycles since new, visually inspect the screws of bottom wing skin access panels P/N 923AB and 924AB, in accordance with Fokker Service Bulletin (SB) F50-57-015 dated February 28, 1996 or a later RLD-approved revision;

(b) If, as a result of the visual inspection as required by paragraph (a) of this BLA, the heads of the affected screws are found not to seat properly, before accumulating 24,000 flight cycles since new, rework and make an Eddy-Current inspection of, the holes in the rabbet of the centre wing bottom skin in accordance with Fokker SB F50-57-018 dated February 28, 1996 or a later RLD-approved revision;

(c) If, as a result of the Eddy-Current inspection as required by paragraph (b) of this BLA, cracks are found, before further flight, repair the affected area in accordance with Repair Scheme No. 1 of Fokker SB F50-57-018 dated February 28, 1996 or a later RLD-approved revision.

Remarks:

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **Fokker Services B.V., Technical Support Dept., P.O.Box 7600, 1117 ZJ Schiphol Airport, The Netherlands; telephone (31) 20-605-2136; facsimile (31) 20-605-2790.**
- 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)23-566 3155; Facsimile 31-(0)23-562 3848; Telex 74592 rldli nl