



## 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 : 1996-081 (A)**

**Date : July 24, 1996**

**FOKKER SERVICES B.V.**  
(formerly Fokker Aircraft B.V.)  
**Model F.28 Series**

Type Certificate Nr.:

**A23F**

**FUSELAGE - LAPJOINT AT STRINGER 16/17 AND 58/59 - INSPECTION/REWORK**

### Description:

One Fokker F.28 operator recently reported two cracks in the outer skin of the LH and RH dimpled longitudinal lap joints of the fuselage skin between stations 15263-15733 (frame 13815-13815A) and stringers 16-17 and 58-59. These lap joints require inspections per Structural Integrity Program Part 1 (SIP-1), item 53-30-08 at 32,000 flight cycles. The cracks, however, were discovered 3,520 flight cycles before the inspection threshold of this SIP-1 item. Also a terminating repair has been mandated at 32,000 flight cycles with Airworthiness Directive (BLA) 1991-022 (ref. SB F28/53-121). The present BLA requires a one-time inspection of the affected lapjoints by the existing Low-Frequency Eddy Current inspection method and, if cracks are found, the accomplishment of a terminating repair. Based on the findings of this one-time inspection, the inspection threshold and interval of SIP-1 item 53-30-08 and the compliance of SB F28/53-121 will be reviewed and, if deemed necessary, adjusted.

**Applicability: Fokker Aircraft B.V. Model F.28 Mk.1000 through Mk.4000, serial numbers 11017 through 11241, if in pre-SB F28/53-121 configuration.**

**Effective date:** July 24, 1996.

**Compliance:** Required as indicated, unless accomplished previously.

- (a) For aircraft which had accumulated between 25,000 and 32,000 flight cycles at July 01, 1996 within 2 months from the effective date of this Airworthiness Directive.
- (b) For aircraft which had accumulated between 20,000 and 25,000 flight cycles at July 01, 1996 within 3 months from the effective date of this Airworthiness Directive.
- (c) For aircraft which had accumulated between 15,000 and 20,000 flight cycles at July 01, 1996 within 4 months from the effective date of this Airworthiness Directive.

**Accomplishment:** In accordance with the accomplishment instructions of Fokker SB F28/53-144 dated July 15, 1996 or a later RLD-approved revision.

- NOTE:**
1. If cracks are found, the affected lapjoints must be repaired before further flight in accordance with SB F28/53-121 (ref. BLA 1991-022).
  2. Report all findings to Fokker Services, Attn: Manager Service Engineering Jet Aircraft, P.O.Box 75047, 1117 ZN Schiphol Airport, The Netherlands; facsimile (31) 20-605-2000.

### 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 75047, 1117 ZN 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