



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 : 1995-076/3 (A)

Date : November 28, 1997

FOKKER SERVICES B.V.

(formerly Fokker Aircraft B.V.)

Model F.28 Mk.0070 and Mk.0100

RLD Type Certificate Nr.:

T-100-87

FUSELAGE - STUBWING UPPER SKIN - INSPECTION/REPAIR

Description:

Several operators of Fokker Model F.28 Mk.0100 aircraft have reported bleed air leakage problems at corrugation seals of the 7th stage low-pressure (LP) and 12th stage high-pressure (HP) check-valves, which are located in the stubwings (engine pylons). On a few aircraft, leakage of hot air from these joints has resulted in damage to the fuselage skin and stubwing structure. Internal and external repairs were required to ensure structural integrity. Airworthiness Directive (BLA) 1995-076 was issued to prevent such extensive repairs and required a one-time visual inspection of the affected fuselage skin area and a leak test of the bleed air system. If this inspection showed evidence of damage, further inspections and repairs were required. Based on the results of the one-time inspection as required by the preceding issues of this directive, it has been determined that, unless an aircraft has been modified in accordance with Fokker (optional) Service Bulletin (SB) F100-36-027, repetitive inspections of the affected areas are required to ensure continued airworthiness. Since an unsafe condition has been identified that may still exist or develop on aircraft of this type design, the present revised BLA retains the original requirements, extends the applicability, and introduces repetitive inspections of the fuselage skin in the sub wings for heat damage and, if necessary, repairs of the affected area.

■ Applicability: Fokker Aircraft B.V. Model F.28 Mk.0070 and Mk.0100 aircraft, all serial numbers

■ Effective date: December 15, 1997

Compliance: Required as indicated, unless accomplished previously.

■ (a) Within the next 3,000 flight hours (FH) or 12 calendar months after September 15, 1996 (the effective date of issue of this directive), whichever occurs first, on aircraft serial numbers as listed in Fokker SB F100-36-026 R1 and F100-53-084, both dated July 6, 1996, accomplish the following:

■ (1) On a limited number of aircraft, mentioned in Parts 1A and 1B of the Description of Fokker SB F100-53-084 dated July 6, 1996, establish whether maintenance has been carried out on the seals and check-valves of the bleed air system by inspecting the aircraft's maintenance records, in accordance with Part 1 of the Accomplishment Instructions of Fokker SB F100-53-084 dated July 6, 1996 or a later RLD-approved revision. When it has been verified that no maintenance has been carried out, no further action is required.

■ (2) Perform a one-time visual inspection for heat damage of the fuselage skin in the LH and RH stubwings in accordance with Part 2 of the Accomplishment Instructions of Fokker SB F100-53-084 dated July 6, 1996 or a later RLD-approved revision. Depending on the inspection results, before further flight, proceed with either paragraph (a)(3) or (a)(4) of this AD.

(3) Perform a leak test of the seals at the 7th stage LP and 12th stage HP check-valves of the LH and RH bleed air systems in accordance with Part 3 of the Accomplishment Instructions of Fokker SB F100-53-084 dated July 6, 1996 or a later RLD-approved revision;

(i) If leakage is found, before further flight replace the affected corrugation seals in accordance with the Accomplishment Instructions of Fokker SB F100-36-026 dated July 7, 1995 or a later RLD-approved revision;

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(ii) If no leakage is found, repeat this leak test within 250 FH after the initial test;
(iii) If leakage is found during the additional leak test, before further flight replace the affected corrugated seals in accordance with the Accomplishment Instructions of Fokker SB F100-36-026 dated July 7, 1995 or a later RLD-approved revision;

(iv) If no leakage is found during the additional leak test, proceed with paragraph

(a)(5) of this AD.

(4) Perform a detailed inspection of the fuselage skin and stubwing structure in accordance with either Part 4A, 4B or 4C, as applicable, and determine heat damage in accordance with Part 5A or 5B, as applicable, of the Accomplishment Instructions of Fokker SB F100-53-084 dated July 6, 1996 or a later RLD-approved revision.

(5) Replace all remaining corrugated seals P/N BE20061 (Rolls-Royce P/N 3405891) at the 7th stage LP and 12th stage HP check-valves of the LH and RH bleed air systems with improved P/N EU15969 corrugated seals, in accordance with the Accomplishment Instructions of Fokker SB F100-36-026 dated July 7, 1995 or a later RLD-approved revision. For aircraft that were visually inspected and leak tested with satisfactory results, the replacement must be accomplished not later than at the next scheduled 3,000 FH inspection after the additional (second) leak test.

Note 1: After August 15, 1995, corrugated seals P/N BE20061 (Rolls-Royce P/N 3405891) may no longer be installed as replacement parts at the 7th stage LP and 12th stage HP check-valves of the LH and RH bleed air systems. Fokker SB F100-36-026 Revision 1 dated July 6, 1996 also pertains to this subject.

(b) Initially, within the next six (6) calendar months or 6,000 flight cycles after the effective date of this directive, or within the next 6,000 flight cycles after the one-time inspection as required by paragraph (a) of this directive, as applicable, whichever occurs later, and thereafter at intervals not to exceed 6,000 flight cycles, inspect the fuselage skin in the LH and RH stubwings for heat damage in accordance with the Accomplishment Instructions of Fokker SB F100-53-087 dated November 17, 1997 or a later RLD-approved revision;

(1) If primer discoloration is found, before further flight, perform a detailed inspection of the fuselage skin and stubwing structure in accordance with either Part 4A, 4B or 4C, as applicable, of the Accomplishment Instructions of Fokker SB F100-53-084 dated July 6, 1996 or a later RLD-approved revision;

(2) If missing rivets and/or rivet heads in the frame and/or stringer-to-skin attachment are found, before further flight, perform a detailed inspection of the fuselage skin and stubwing structure in accordance with either Part 4A, 4B or 4C, as applicable, of the Accomplishment Instructions of Fokker SB F100-53-084 dated July 6, 1996 or a later RLD-approved revision;

(3) If no discrepancies are found, no action is required until the next scheduled inspection;

Note 2: For aircraft modified in accordance with Fokker SB F100-36-027, the inspections of paragraph (b) of this directive are not required. At any time, these repetitive inspections may be discontinued after modification of the aircraft in accordance with Fokker SB F100-36-027 dated March 21, 1997 or a later RLD-approved revision.

(c) Depending on the results of the inspections required by paragraphs (a) or (b) of this directive, as applicable, accomplish the necessary repairs in accordance with, and within the time limits specified in, Part 6A or 6B, as applicable, of the Accomplishment Instructions of Fokker SB F100-53-084 dated July 6, 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 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).
- Where applicable, the requirements of this AD must be integrated into the aircraft's Maintenance Schedule.
- This revision supersedes and cancels Airworthiness Directive (BLA) 1995-076/2 dated August 30, 1996.

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