

Airworthiness Directive of The Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

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Caution

In accordance with the Aviation Act 2001 (Wet Luchtvaart), Article 3.22, the following Airworthiness Directive (BLA) is issued by the Minister of Transport, Public Works and Water Management. 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 thereof.

BLA nr. 2000-131/2

(A)

Date : July 31, 2002

FOKKER SERVICES B.V.

(formerly Fokker Aircraft B.V.)

Model F.27 Mk.050, Mk.0502 and Mk.0604

CAA-NL Type Certificate Nr.

T-050-87

FLIGHT CONTROLS - CONTROL SURFACES LEADING EDGE - INSPECTION/MODIFICATION

Description :

During 1998, a Fokker Model F.27 Mk.050 (Fokker 50) operator reported an incident whereby, after landing, the elevator control was binding in the fully "UP" position. The investigation revealed that an attachment screw had come loose, moving out of the elevator leading edge section against the horizontal stabilizer. Further information received from operators indicated that similar incidents might occur as a result of loose attachment screws at the leading edge of rudder and ailerons. Airworthiness Directive (BLA) 1998-070 was issued and subsequently revised to require the repetitive inspection of elevator, rudder and aileron leading edges' attachment screws and the tightening thereof to correct torque value, as necessary. Fokker Services then developed a modification, introducing an additional locking device for the attachment of control surface leading edge sections. After a review of all the available information, the RLD decided to issue a new BLA 2000-131 that retained the original inspection requirements of BLA 1998-070 issue 3 and, in addition, required the modification of all affected control surfaces. After modification, the repetitive inspections are no longer required. More recently, one operator reported in-flight vibration which was caused by one loose elevator leading edge section. The aircraft was found to have been inspected only 7 months prior to the incident, well within the original requirement (12 months interval) of this directive. This condition, if not corrected, could lead to further incidents of flight control surface binding, possibly resulting in loss of control of the aircraft. Since an unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, this BLA is revised to reduce the intervals for inspection and re-tightening (re-torque) of the flight control surface leading edge attachment screws, as well as introduce a limit of 2 years after the effective date of this directive for the final modification.

Applicability : Fokker Aircraft B.V. Model F.27 Mk.050, Mk.0502 and Mk.0604, all serial numbers.

Effective date : September 1, 2002

Compliance : Required as indicated, unless accomplished previously.

(a) Within the next 6 months after the effective date of this directive or at the expiry of the 12 calendar months' interval as required by the original issue of BLA 2000-131, whichever occurs first, and thereafter at intervals not exceeding 6 calendar months, check the torque value of the elevator leading edge attachment screws and take corrective action, as necessary, in accordance with the Accomplishment Instructions of Fokker Service Bulletin (SB) F50-55-007 Revision 2 dated June 17, 2002 or a later CAA-NL Approved revision;

(b) Within the next 12 months after the effective date of this directive or at the expiry of the 4,000 flight hours' or 24 calendar months' interval as required by the original issue of BLA 2000-131, whichever occurs first, and thereafter at intervals not exceeding 12 calendar months, check the torque value of the rudder leading edge attachment screws and take corrective action, as necessary, in accordance with the Accomplishment Instructions of Fokker SB F50-55-009 Revision 2 dated June 17, 2002 or a later CAA-NL Approved revision;

(c) Within the next 6 months after the effective date of this directive or at the expiry of the 12 calendar months' interval as required by the original issue of BLA 2000-131, whichever occurs first, and thereafter at intervals not exceeding 6 calendar months, check the torque value of the aileron leading edge attachment screws and take corrective action, as necessary, in accordance with the Accomplishment Instructions of Fokker SB F50-57-020 Revision 2 dated June 17, 2002 or a later CAA-NL Approved revision;

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(d) Within the next 24 calendar months after the effective date of this directive or 15 years time-since-new of the aircraft, whichever occurs first, modify the flight control surface leading edge section attachments by installing additional locking devices as follows :

(1) for the rudder, in accordance with the Accomplishment Instructions of Fokker SB F50-55-010 Revision 2 dated June 17, 2002 or a later CAA-NL Approved revision; when the modifications have been introduced, the repetitive inspections and re-tightening of paragraph (b) of this directive are no longer required;

(2) for the ailerons, in accordance with the Accomplishment Instructions of Fokker SB F50-57-021 Revision 2 dated June 17, 2002 or a later CAA-NL Approved revision; when the modifications have been introduced, the repetitive inspections and re-tightening of paragraph (c) of this directive are no longer required;

(3) for the elevators, in accordance with the Accomplishment Instructions of Fokker SB F50-55-008 Revision 3 dated June 17, 2002 or a later CAA-NL Approved revision; when the modifications have been introduced, the repetitive inspections and re-tightening of paragraph (a) of this directive are no longer required;

Remarks :

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **Fokker Services B.V., Technical Services Dept., P.O.Box 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone (31) 252-627-350; facsimile (31) 252-627-211; e-mail technicalservices.fokkerservices@stork.com.**
- Compliance with this directive must be recorded in the proper Aircraft Log Book(s).
- Where applicable, the requirements of this directive must be integrated into the aircraft's Maintenance Schedule.
- **This revision supersedes and cancels Airworthiness Directive (BLA) 2000-131 dated October 31, 2000.**

Address inquiries concerning this AD to :

Aircraft Division, Section C&D; telephone +31-23-566-3155; facsimile +31-23-566-3006; e-mail Info.Register@ivw.nl.