

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 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. 2003-140 (A)

Date : November 28, 2003

FOKKER SERVICES B.V.
(formerly Fokker Aircraft B.V.)
F.28 Mk.1000 through Mk.4000 series

CAA-NL Type Certificate Nr.

A23F

STRUCTURES - REPAIR ASSESSMENT PROGRAM - INTRODUCTION

Description :

Following the initiative of the Air Transport Association (ATA) in setting up the Airworthiness Assurance Task Force (AATF), later renamed as Airworthiness Assurance Working Group (AAWG), to review the continuing safe operation of ageing transport aircraft, the Fokker F28 Structures Working Group (F28 SWG) undertook several reviews based on a number of objectives established by the AAWG. Fokker Aircraft Document No.SE-243 Final issue 3 (distributed with Notice to Operators 197 Revision 4 dated January 16, 1995) presents the results of the F28 SWG reviews. One of the items reviewed has been the continued airworthiness of structural repairs. Part II of the document refers to service actions, including the assessment of structural repairs, recommended for mandatory introduction by the regulatory Airworthiness Authorities. The report was reviewed and approved by the Civil Aviation Authority of The Netherlands and the actions described therein were made mandatory through the issuance of Airworthiness Directive of the Netherlands (BLA) 1990-063, now at issue 2 dated December 15, 1993.

On April 19, 2000 the FAA issued a Final Rule for Regulatory Parts 91, 121, 125 and 129 concerning Repair Assessment for Pressurised Fuselages. The purpose of this rule is to develop repair assessment guidelines to establish a damage tolerance based supplemental inspection program for repairs to detect damage, which may develop in a repaired area, before that damage degrades the load carrying capability of the structure below the levels required by the applicable airworthiness standards. The Fokker F28 is incorporated in the list of affected aircraft models, with a flight cycle implementation time of 60,000 flight cycles. On March 1, 2001 the JAA published Temporary Guidance Leaflet (TGL) No.11 concerning Continued Airworthiness of Ageing Aircraft Structures in advance of future JAA rulemaking. This recommends that the National Aviation Authorities ensure that a Repair Assessment Program is mandatorily incorporated not later than at $\frac{3}{4}$ of the Design Service Goal. The Civil Aviation Authority of The Netherlands (CAA-NL) concurs with the above recommendations.

Consequently, the present Airworthiness Directive (BLA) requires the implementation of a Repair Assessment Program for Fokker F.28 pressurised fuselages as will be made available upon request by Fokker Services by the issue of Document No.SE-405, or alternate means, to ensure continued airworthiness of structural repairs by establishing a damage tolerance based supplemental inspection program. It is intended to satisfy the above referred FAA and JAA published regulatory material concerning repair assessment guidelines and is in line with the recommendations of Part II of Fokker Aircraft Document No.SE-243 referenced above. In addition, this directive requires the incorporation in the Structural Repair Manual of the inspection thresholds for pressurized fuselage skin repairs in accordance with Fokker Service Manual Change Notification Maintenance (MCNM) F28-026, dated January 01, 2002.

Applicability : Fokker Aircraft B.V. F.28 Mk.1000 through Mk.4000 series, all serial numbers

Effective date : December 15, 2003

Compliance : Required as indicated, unless accomplished previously.

(a) Before January 1, 2004 incorporate the inspection thresholds for pressurized fuselage skin repairs in the Fokker F28 Structural Repair Manual in accordance with Fokker Services MCNM No. F28-026, dated January 01, 2002;

Note 1: The June 01, 2002 Revision of the Structural Repair Manual already contains this information.

(b) Before June 01, 2004, or before reaching 60,000 flight cycles, whichever occurs later, revise the Fokker F28 Maintenance Program to incorporate and schedule a Repair Assessment Program for pressurised fuselages as described in Fokker Services Document No.SE-405, or through alternate means, to ensure continued airworthiness of structural repairs by establishing a damage tolerance based supplemental inspection program;

(c) Before February 01, 2006 determine which inspection thresholds, intervals, procedures and/or modifications need to be applied to each installed repair which has been identified under paragraph (a) of this directive, in accordance with the instructions contained in Fokker Services Document No.SE-405, or through alternate means;

(d) Before February 01, 2006, or before reaching 70,000 flight cycles, whichever occurs later, determine which inspection thresholds, intervals and procedures and/or modifications need to be applied to each repair, existing on the pressurised fuselage boundary, over and above those identified under paragraph (c) of this directive, in accordance with the instructions contained in Fokker Services Document No.SE-405, or through alternate means;

Note 2: For some repairs the inspection/modification thresholds may be found in the Fokker F28 Structural Integrity Program, Part 1 (Fokker Services Document No.28438).

(e) For those aircraft that at the compliance date of paragraph (c) or (d) of this directive, as applicable, have already exceeded the inspection/modification thresholds for certain repairs (as indicated in paragraphs (c) and (d) of this directive), perform the required initial inspections/modifications within the next 6,000 flight cycles after the compliance date of paragraph (c) or (d) above, reduced by 50% of the threshold exceedence.

Note 3: The implementation of a Repair Assessment Program as offered by Fokker Services Document No.SE-405 (refer to the Fokker F28 Airworthiness Recommendations Catalogue item 02-00-03) is one way of fulfilling the requirements of paragraph (b) of this directive to ensure continued airworthiness of structural repairs by establishing a damage tolerance based supplemental inspection program. If an operator can show that the continued airworthiness of structural repairs can be ensured to an equivalent level of safety through an alternate program, such a program may be submitted for approval by the CAA-NL as an alternate means of compliance.

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.

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.