

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. 2004-004/4

(A)

Date : October 28, 2004

FOKKER SERVICES B.V.
(formerly Fokker Aircraft B.V.)
F.28 Mk.0070, Mk.0100

CAA-NL Type Certificate Nr.

T-100-87

THIS AIRWORTHINESS DIRECTIVE IS PUBLISHED BY THE CAA-NL :

- acting for and on behalf of the European Aviation Safety Agency (EASA), as the Primary Airworthiness Authority (ICAO Annex 8 Authority of the State of Design) for the affected product(s); and
- has been approved under EASA reference N°2004-10836 dated October 28, 2004.

CANCELLATION NOTICE

Description :

Over the past year, there have been 2 reports of in-flight release of engine fan case ice impact panels. The first event occurred in October 2003 on a Fokker 100 (F.28 Mk.0100) and involved the release of the ice impact panels on a single engine only. The second event was on January 5, 2004 and involved a Fokker 70 (F.28 Mk.0070) where the release of the ice impact panels occurred on both engines (Rolls-Royce Tay620) almost simultaneously. Since an unsafe condition was identified that could exist or develop on aircraft of this type design, Airworthiness Directive (BLA) 2004-004 was issued to require the amendment of the Airplane Flight Manual (AFM) to include specific procedures for operation in icing conditions. At a later stage, BLA 2004-004 was amended to include the MMEL item related to the Ice Detection System. Rolls-Royce Deutschland (RRD) has now issued Service Bulletin (SB) TAY 72-1638 Revision 2 dated September 21, 2004 that contains detailed instructions for inspection and repair of the engine ice impact panels. Recent analysis has shown that, provided the aircraft is operated within the limits of these instructions, the AFM and MMEL changes are no longer required. The Luftfahrtbundesamt of Germany has issued Airworthiness Directive D-2004-313 Revision 2 that requires the accomplishment of SB TAY-72-1638 R2 within the specified limits. This AD has been issued and distributed as BLA 2004-080 issue 2 for aircraft registered in The Netherlands. For the reasons described above, BLA 2004-004 is hereby cancelled with immediate effect.

Applicability : Fokker Aircraft B.V. Model F.28 Mk.0070 and Mk.0100 aircraft, all serial numbers, if equipped with Rolls-Royce Tay620 or Tay650 series engines.

Effective date : October 28, 2004

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).
- This Notice supersedes and cancels Airworthiness Directive (BLA) 2004-004/3 dated April 1, 2004.

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.