

# 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. 2004-059**

**(A)**

Date : April 29, 2004

**FOKKER SERVICES B.V.**  
(formerly Fokker Aircraft B.V.)  
F.28 series All Marks

CAA-NL Type Certificate Nrs.

A23F; T-100-87

**Correction dated May 3, 2004**

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 Number 2004-4045 dated 20 April 2004

**AIRBORNE AUXILIARY POWER - APU ENCLOSURE DRAINS & WIRING - ONE-TIME INSPECTION**

## Description :

The flight crew of a Fokker F.28 received an APU fire warning following a successful APU start during taxiing, after landing. The pilot selected the APU to OFF and discharged the APU fire extinguisher bottle manually shortly after the fire alert occurred. The aural alert was suppressed but the visual fire warning was still present. Upon arrival at the apron, ground crew noticed smoke and flames at the two RH APU overboard drain holes. The fire was located under the APU enclosure and had to be extinguished by the airport fire services. Inspection of the aircraft revealed that the fire had caused severe damage to the rear pressure bulkhead and surrounding structure, but also to the wiring and flight control cables that run between the APU enclosure and the rear pressure bulkhead. Subsequent investigation showed that one of the APU drains was not connected to the APU enclosure feed-through. This is likely to have allowed fuel to accumulate underneath the APU enclosure. Failure to reconnect the affected drains during maintenance on the APU enclosure cannot be ruled out. The exact source of the ignition could not be identified due to the extent of the damage caused by the fire, but it is suspected that sparks may have been generated by damaged wiring underneath the APU enclosure. This condition, if not corrected, may lead to further incidents of accumulated fuel in or under the APU enclosure with a resulting increased risk of fire in the case of an ignition source as additional failure. Since an unsafe condition has been identified that may exist or develop in aircraft of the same type design, this Airworthiness Directive (BLA) requires a one-time inspection to verify that all drain tubes are correctly installed and a check for damaged wiring.

**Applicability :** Fokker Aircraft B.V. Model F.28 Mk.1000 through 4000 series aircraft, all serial numbers; and Model F.28 Mk.0070 and Mk.0100 aircraft, all serial numbers

**Effective date :** May 20, 2004

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

Within the next 6 calendar months after the effective date of this directive, perform a one-time inspection on the drain tubes and the wiring underneath the APU enclosure in accordance with Part 2. Accomplishment Instructions of Fokker Service Bulletin F28/49-038 or SB F100-49-036, as applicable, both dated April 26, 2004 or a later CAA-NL approved revision.

**Note :** Fokker Services has issued All Operators Messages AOF100.115 dated April 15, 2004 and AOF28.031 dated April 16, 2004; and Manual Change Notifications – Maintenance Documentation (MCNM) F100-085 dated April 15, 2004 and F28-030 (to be issued) which also pertain to this subject.

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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](mailto:technicalservices.fokkerservices@stork.com).**
- Compliance with this directive must be recorded in the proper Aircraft Log Book(s).

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](mailto:Info.Register@ivw.nl).