

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-068/2002

Datum vydání: 27. června 2002

LETOUN - ZÁVĚS MOTORU - KONTROLA/VÝMĚNA

Týká se: letadel Fokker Aircraft B.V. F.27 Mk.100 až Mk.700, všech výrobních čísel, modifikovaných v souladu s jedním nebo více z následujících "Service Bulletins": F27/71-29, F27/71-31, F27-71-41, F27/71-42 a F27/54-32: a všech letadel, která používají pro přistání nastavení klapky 26,5 stupně.

Datum účinnosti: 01. července 2002

Provést v termínech: Jak je popsáno v BLA AD 2002-067, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle BLA AD 2002-067 (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Stibůrek. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě BLA AD 2002-067.

Ing. Pavel MATOUŠEK
Ředitel sekce technické
Úřad pro civilní letectví

BLA nr. 2002-067 (A)

FOKKER SERVICES B.V.

(formerly Fokker Aircraft B.V.)

Model F.27 Mk.100 thru Mk.700 series

NACELLES - ENGINE MOUNT, BRACE STRUTS & FITTINGS - INSPECTION/REPLACEMENT

Description:

Over the years, several modifications have been certificated and subsequently issued as Service Bulletin (SB) to allow the retro introduction of higher rated and/or heavier engines, maximum landing weights above 40,000 lbs (approx. 18.144 Kg) and standard flap settings of 26.5 degrees for landing on certain models of the F.27 "Friendship". These changes have resulted in increased loads on the engine mounts, brace struts and attachment fittings. Although replacement of engine mounts, brace struts and attachment fittings with strengthened units was part of the instructions of the modification package, it appears possible that during these retro upgrades, incorrect engine mounts, brace struts and/or attachment fittings were (re-)installed. This condition, if not corrected, could result in structural deformation of the engine mount, brace struts and/or attachment fittings during a hard landing (limit landing load cases). Since a potentially unsafe condition may exist or develop on aircraft of this Type design, this Airworthiness Directive (BLA) requires a one-time inspection to determine compliance with all additional requirements that are relevant to the actual configuration of the aircraft and, if necessary, the replacement of structural parts.

Applicability:

Fokker Aircraft B.V. Model F.27 Mk.100 through Mk.700 aircraft, all serial numbers, if modified in accordance with one or more of the following service bulletins: F27/71-29, F27/71-31, F27-71-41, F27/71-42 and F27/54-32; and all aircraft that operate with a standard flap setting for landing of 26.5 degrees.

Effective date: July 1, 2002

Compliance:

Required as indicated, unless accomplished previously.

(a) Within the next 6 months after the effective date of this directive, inspect the engine mounting frame, brace struts and attachment fittings for Part Number identification and to establish compliance with the additional requirements, as

applicable, in accordance with the Accomplishment Instructions of Fokker SB F27/54-53 dated February 15, 2002 or a later CAA-NL revision;

(b) Within the next 24 months after the effective date of this directive, as necessary, replace any engine mounting frames, brace struts and attachment fittings not having the correct Part Number with the correct parts in accordance with the Accomplishment Instructions of Fokker SB F27/54-53 dated February 15, 2002 or a later CAA-NL revision;

(c) After July 1, 2004, spare engine mounts, brace struts and attachment fittings may no longer be installed as replacement parts on any aircraft, unless these parts have been positively identified as correct in accordance with the Accomplishment Instructions of Fokker SB F27/54-53 dated February 15, 2002 or a later CAA-NL revision.

Remarks:

- Operation 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@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.