

Airworthiness Directive of the Netherlands



Ministry of Transport, Public Works and Water Management
Directorate-General of Civil Aviation
Aeronautical Inspection Directorate

Bijzondere Luchtwaardigheids Aanwijzing (BLA)

Caution

In accordance with the Civil Air Navigation Regulations (RTL), Articles 76 and 88, the following Airworthiness Directive (BLA) is issued by the Director-General of Civil Aviation of the Netherlands (Directeur-Generaal van de Rijksluchtvaartdienst -RLD). Airworthiness Directives affect aviation safety. They 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 of the Airworthiness Directive.

BLA nr : 91-031/2 (A)
Date : April 23, 1993

FOKKER AIRCRAFT B.V.
Model F.28 Mk.0100

Seq.: 079

Type Certificate Nr.:

T-100-87

LANDING GEAR - MLG DOWNLOCK ACTUATOR MECHANISM - MODIFICATION

Description:

Some operators have reported main landing gear (MLG) "UNSAFE" warnings after the first DOWN selection. Recycling the landing gear once or twice gave a positive downlock indication, however. Subsequent investigation revealed that the problem is caused by incorrect operation of the downlock actuator. Since the unsafe condition described may still exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) is re-issued with a more accurate "effectivity" to prevent recurrence of MLG "UNSAFE" warnings, and requires modification of some MLG Downlock Actuators.

Effectivity:

F.28 Mk.0100 aircraft, all serial numbers, if equipped with Dowty Aerospace Hydraulics MLG Downlock Actuators (Jack & Springpot Units) Part Number (P/N) 201218001 or P/N 201218002, with serial numbers as listed in Dowty Aerospace Gloucester (DAG) Service Bulletin (SB) F100-32-45 dated March 14, 1991; and DAG SB F100-32-46 dated March 18, 1991 or later CAA-approved revisions.

Dowty Aerospace Hydraulics spare MLG Downlock Actuators (Jack & Springpot Units) P/N 201218001 and P/N 201218002, with serial numbers as listed in DAG SB F100-32-45 dated March 14, 1991; and DAG SB F100-32-46 dated March 18, 1991 or later CAA-approved revisions.

Effective date: May 01, 1993

Compliance: Required as indicated, unless accomplished previously:

Before June 01, 1993, modify each affected MLG Downlock Actuator P/N 201218001 and P/N 201218002, on or off the aircraft, as applicable, in accordance with Fokker SB F100-32-052 dated May 01, 1991 or a later RLD-approved revision; Dowty Aerospace Gloucester SB F100-32-45 dated March 14, 1991; and Dowty Aerospace Gloucester SB F100-32-46 dated March 18, 1991 or later CAA-approved revisions.

Remarks:

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from the manufacturer.
- Compliance with this AD must be recorded in the proper Aircraft Log Book(s).
- This revision supersedes and cancels Airworthiness Directive (BLA) 91-031 dated May 10, 1991.

Address inquiries concerning this AD to:

Bureau Coordination & Technical Information (CTI)
Telephone 31-(0)2503-63155; Facsimile 31-(0)2503-40741; Telex 74592 rldli nl

Correspondence address

P.O. box 575, 2130 AN Hoofddorp, the Netherlands

Telephone 31-(0)2503-63131