

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 : 93-052/2 (A)

Date : September 10, 1993

FOKKER AIRCRAFT B.V.

Model F.28 Mk.0100

Seq.: 115

Type Certificate Nr.:

T-100-87

LANDING GEAR - MLG DOWNLOCK ACTUATOR - INSPECTION/REPLACEMENT

Description:

Several Fokker F.28 Mk.0100 operators have reportedly experienced landing gear "UNSAFE" warnings on the Multi-Function Display Unit (MFDU) after selecting the landing gear to the DOWN position. In most cases, recycling of the landing gear resulted in a positive downlock indication. Investigation revealed that the Main Landing Gear (MLG) Downlock Actuator (Jack & Springpot Unit) did not operate correctly. Airworthiness Directive (BLA) 91-031 was issued to require a modification of a limited batch of actuators. During further investigation, upon disassembly, it was found that the tip of one spring carrier was broken. The damage was caused by a malformed piston rod and a spring which was not square, which caused the spring carrier to move at an angle. This condition, if not corrected, may lead to a jammed actuator which prevents the MLG to lock DOWN properly. Since the unsafe condition described could exist or develop on other aircraft of the same type design, Airworthiness Directive (BLA) 93-052 was originally issued to verify the correct operation of the MLG Downlock Actuators, required a periodical inspection and, when necessary, replacement of defective units. Dowty Aerospace Hydraulics has now developed an improved Downlock Actuator which contains some modified parts that will restore the reliability of the unit. The present revised AD also requires the eventual replacement of all affected MLG Downlock Actuators with improved units.

Effectivity:

F.28 Mk.0100 aircraft, all serial numbers, if equipped with Dowty Aerospace Hydraulics MLG Downlock Actuators P/N 201218001, 201218002, 201218003, or 201218004, all serial numbers.

Dowty Aerospace Hydraulics spare MLG Downlock Actuators, P/N 201218001, 201218002, 201218003, or 201218004, all serial numbers.

Effective date: October 01, 1993

Compliance:

Required as indicated, unless accomplished previously:

(a) Within the next two months after the effective date of this AD, and thereafter at intervals not to exceed 1,250 flight cycles, inspect MLG Downlock Actuators P/N 201218001, 201218002, 201218003, and 201218004, as applicable, in accordance with Fokker Service Bulletin (SB) F100-32-072 dated March 30, 1993 or a later RLD-approved revision; and in accordance with Dowty Aerospace Hydraulics SB F100-32-505 dated March 24, 1993 or a later CAA-approved revision;

Correspondence address

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

Telephone 31-(0)2503-63131

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(b) If a unit does not operate as specified in the inspection procedure outlined in the ACCOMPLISHMENT INSTRUCTIONS of Dowty Aerospace Hydraulics SB F100-32-505 dated March 24, 1993 or a later CAA-approved revision, before further flight, replace with a serviceable unit in accordance with the Aircraft Maintenance Manual (Chapter 32-32-05) and return the defective unit to the manufacturer for further analysis.

NOTE 1: Replacement of the MLG Downlock Actuator does not alter the periodic inspection requirements of this AD, unless accomplished as required by paragraph (c) of this AD.

(c) Before July 01, 1994, replace each Dowty Aerospace Hydraulics MLG Downlock Actuator P/N 201218001, 201218002, 201218003, or 201218004, any serial number, with an improved unit, P/N 201218005, 201218006, 201218007, and 201218008, respectively, in accordance with Fokker SB F100-32-074, dated July 21, 1993 or a later RLD-approved revision; and in accordance with Dowty Aerospace Hydraulics SB F100-32-506 dated June 9, 1993 or a later CAA-approved revision.

NOTE 2: After installation of improved MLG Downlock Actuators P/N 201218005, 201218006, 201218007, or 201218008, the periodical inspections of paragraph (a) of this AD are no longer required.

Remarks:

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from the aircraft manufacturer, or from:

Dowty Aerospace
Customer Support Centre (Europe)
Cheltenham Road
Gloucester GL2 9QH
United Kingdom
Telephone: (-)44-452-712424
Facsimile: (-)44-452-711768

- Compliance with this AD must be recorded in the proper Aircraft Log Book(s).
- Where applicable, the requirements of this AD must be integrated into the aircraft's Maintenance Schedule.
- This revision supersedes and cancels Airworthiness Directive (BLA) 93-052 dated April 23, 1993.

Address inquiries concerning this AD to:

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