

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 : 93-108/3 (A)

Date : April 29, 1994

FOKKER AIRCRAFT B.V.

Model F.28 Mk.0100

Type Certificate Nr.:

T-100-87

LANDING GEAR - MLG SLIDING MEMBER WHEEL AXLE - INSPECTION/MODIFICATION

Description:

During 1993, a Fokker F.28 Mk.0100 operator reported the occurrence of an incident where, during push-back of the aircraft, a main landing gear (MLG) wheel axle failed. Using Non-destructive Testing (NDT) procedures, the subsequent joint investigation of the operator's fleet by Dowty Aerospace and Fokker Aircraft revealed the presence of corrosion on most wheel axles in service with this particular operator. Although the NDT inspection did not show cracks in any other wheel axles, preliminary results indicate that the crack which led to the failed axle had initiated from a corrosion pit located on the radius of the brake abutment flange on the axle. Since an unsafe condition had been identified that was likely to exist or develop on other aircraft of the same type design, Airworthiness Directive (BLA) 93-108 was issued to require the inspection of all main gears, including spares, for evidence of corrosion and/or cracks on the wheel axles. Further investigation has now resulted in the introduction of a possible (interim) extension of the inspection interval, as well as an optional terminating action for the inspection requirements of this directive.

Applicability: Fokker Aircraft B.V. Model F.28 Mk.0100 aircraft, all serial numbers, if equipped with Dowty Aerospace Main Landing Gear Part Number (P/N) 201072011, 201072012, 201072013, 201072014, 201072015, or 201072016; and Dowty Aerospace spare Main Landing Gear units P/N 201072011, 201072012, 201072013, 201072014, 201072015, and 201072016, all serial numbers.

Effective date: May 15, 1994

Compliance:

Required as indicated, unless accomplished previously.

To prevent corrosion-induced cracks and subsequent failure of wheel axles, accomplish the following:

(a) Within the next 30 days after the effective date of this AD, visually inspect the sliding members of all affected main landing gear units installed on in-service aircraft for the presence of corrosion on the wheel axles in accordance with Fokker Service Bulletin (SB) F100-32-079 dated August 02, 1993 or SB F100-32-079 Revision 1, dated October 04, 1993 or a later RLD-approved revision, and in accordance with Paragraph A. of the Accomplishment Instructions of Dowty Aerospace SB F100-32-63 dated July 29, 1993 or a later CAA-approved revision;

Note 1: Used spare MLG Sliding Member Wheel Axles, irrespective of accumulated time in service, must be inspected as required by paragraph (a) of this AD, prior to installation and entry into service.

Correspondence address

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

Telephone 31-(0)2503-63131

BLA nr: 93-108/3 (A)

(b) After the initial inspection, accomplish either one of the following:

(1) Within three calendar months after the inspection as required by paragraph (a) of this directive, and thereafter at intervals not to exceed three calendar months, visually inspect the sliding members of all affected main landing gears installed on in-service aircraft for the presence of corrosion on the wheel axles in accordance with Fokker SB F100-32-080 dated October 04, 1993 or a later RLD-approved revision, and in accordance with Dowty Aerospace SB F100-32-64 dated September 23, 1993 or a later CAA-approved revision; or

(2) Within three calendar months after the last inspection as required by paragraph (a) or (b)(1) of this directive, as applicable, rework the axles in accordance with paragraph 2.B PART B of Dowty Aerospace SB F100-32-64, Revision 1, dated February 18, 1994; prior to, or at the same time of, the rework of the axles, the main wheel brake units must be replaced in accordance with ABS Corporation SB F100-32-57, Revision 1, dated February 2, 1994. Thereafter, introduce a sampling program in accordance with Part 3 of the Accomplishment Instructions of Fokker SB F100-32-083, dated March 23, 1994. This sampling program may be continued until January 1, 1999. If, at any time during the program, the sampling is not satisfactory, the inspection intervals of paragraph (b)(1) of this directive must be applied again.

(c) If corrosion is found during any inspection as required by paragraph (a) or (b) of this AD, before further flight, rework the affected area and perform a Non-destructive Testing (NDT) inspection for cracks in accordance with Appendix A of Dowty Aerospace SB F100-32-63 dated July 29, 1993 or a later CAA-approved revision; or in accordance with Appendix A of Dowty Aerospace SB F100-32-64 dated September 23, 1993 or a later CAA-approved revision, as applicable.

Note 2: The rework as specified in paragraph (c) of this directive does not constitute terminating action for the repetitive inspection requirements of paragraph (b)(1) of this AD.

(d) If cracks are detected during any inspection as required by paragraph (a), (b)(1), (b)(2) or (c) of this AD, before further flight, replace the affected sliding member with a serviceable part in accordance with applicable maintenance procedures.

Note 3: Replacement of the sliding member does not constitute terminating action for the repetitive inspection requirements of paragraph (b)(1) of this AD, unless the replacement part is in post-Fokker SB F100-32-081 configuration.

Note 4: After the replacement of main wheel brake units in accordance with ABS Corporation SB F100-32-57, Revision 1, dated February 2, 1994; and rework of the sliding member in accordance with paragraph 2.C PART C of Dowty Aerospace SB F100-32-64, Revision 1, dated February 18, 1994, the repetitive inspections of paragraph (b)(1), or the sampling program of paragraph (b)(2) of this directive, as applicable, are no longer required. Fokker SB F100-32-081 also pertains to this subject.

Reason for revision: Introduction of an alternative (interim) extension of the inspection interval; an optional terminating action for the repetitive inspection requirements of this directive.

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).
- Where applicable, the requirements of this AD must be integrated into the aircraft's Maintenance Schedule.
- This revision supersedes and cancels Airworthiness Directive (BLA) 93-108/2 dated November 01, 1993.

Address inquiries concerning this AD to:

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