



Airworthiness Directive of the Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

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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. 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 of the Airworthiness Directive.

BLA nr : 1999-045/2 (A)

Date : October 31, 2000

FOKKER SERVICES B.V.
(formerly Fokker Aircraft B.V.)

Model F.28 series

RLD Type Certificate Nr.:

A23F

WINGS - MAIN LANDING GEAR ATTACHMENT BRACKET - INSPECTION/REPAIR

Description:

RLD has received a number of reports from Fokker Model F.28 operators that cracks were discovered in the upper girder of the Main Landing Gear (MLG) bracket, between the stringer fitting bolts, attaching the MLG bracket and fitting to the wing upper skin. Crack surface investigation has shown that the cracking occurred due to stress corrosion. The affected MLG brackets are made of 7079T6 aluminium, which is known to be sensitive to this type of cracking. This condition, if not corrected, may lead to further cracks, running into the vertical stiffeners of the MLG bracket, which could result in an insufficient load transfer from the MLG aft pintle pin into the auxiliary wing spar structure. After the issuance of Airworthiness Directive (BLA) 1999-045, information has become available which has convinced the RLD that an amendment of the current inspection requirements is warranted. Sufficient reason now exists to introduce a repetitive inspection on the affected aircraft, even when no cracks have been found. In addition, the existing repetitive inspection intervals are extended from 1 year to 18 months. Since the original unsafe condition is still likely to exist or develop on other aircraft of the same type design, this BLA is revised to require repetitive inspections of the affected area, and repair, as necessary.

Applicability: **Fokker Aircraft B.V.** Model F.28 Mk.1000 through Mk.4000 series, serial numbers 11003 through 11091, 11094 through 11171, 11991 and 11992.

Effective date: December 1, 2000

Compliance: Required as indicated :

(a) Within the next 12 months after the effective date of this directive, inspect the affected area of the upper girder of the MLG bracket and wing stringer fitting in accordance with Parts 2A and 2B of the Accomplishment Instructions of Fokker Service Bulletin (SB) F28/57-90 Revision 1 dated August 28, 2000 or a later RLD-approved revision;

Note : Aircraft on which no cracks were found as a result of the inspection as required by paragraph (a) of the original issue of this directive, must be re-inspected as required by paragraph (a) of this directive. Aircraft on which cracks were found must continue to inspect as required by paragraph (c) of this directive.

(b) Thereafter, at intervals not to exceed 18 months, re-inspect the affected area of the upper girder of the MLG bracket and wing stringer fitting in accordance with Parts 2A and 2B of the Accomplishment Instructions of Fokker Service Bulletin (SB) F28/57-90 Revision 1 dated August 28, 2000 or a later RLD-approved revision;

(c) If cracks are found, before further flight, accomplish temporary repairs and thereafter, repetitive inspections, depending on crack length, as applicable, at the times specified in **TABLE 1** of this directive, in accordance with Part 3 of the Accomplishment Instructions of Fokker SB F28/57-90 Revision 1 dated August 28, 2000 or a later RLD-approved revision;

NOTE : Regardless of the results, within ten days after each inspection as required by paragraph (a) or (c) of this directive, as applicable, report all findings of the inspection to **Fokker Services B.V.**, address indicated in the "remarks" section of this directive.

(d) Replacement of the MLG bracket must be done in accordance with Fokker SB F28/57-92 dated July 1, 1999 or contact Fokker Services for instructions.

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TABLE 1

| Crack Length a (mm) | Repair Instructions | Repeat Inspection Interval |
|---------------------|--|----------------------------|
| $a \leq 3$ | Install concentric bushing (*) | 18 months |
| $3 < a \leq 7$ | Install eccentric bushing (*) | 18 months |
| $7 < a \leq 15$ | Remove cracked part & accomplish repairs (*) | 18 months |
| $15 < a \leq 25$ | - | 250 FC or 1 month |
| $25 < a \leq 40$ | - | 50 FC or 1 week |
| $a > 40$ | Replace MLG bracket | - |

(*) As an alternative to this repair action, the MLG bracket may be inspected at intervals not to exceed 250 FC or 1 month, whichever occurs first.

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.**
- 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) 1999-045 dated March 31, 1999, including the "corrections" dated April 29, 1999 and June 24, 1999.

Address inquiries concerning this AD to:

Information Office, Section CTI; telephone 31-(0)23-566 3155; facsimile 31-(0)23-566 3006; telex 74592 rldli nl
E-mail "info.register@rld.minvenw.nl"