

Airworthiness Directive of The Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

Correspondence address
P.O. Box 575, 2130 AN Hoofddorp, The Netherlands

Caution

In accordance with the Aviation Act 2001 (Wet Luchtvaart), Article 3.22, the following Airworthiness Directive (BLA) is issued by the Minister of Transport, Public Works and Water Management. 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 thereof.

BLA nr. 2001-141

(A)

Date : November 30, 2001

FOKKER SERVICES B.V.
(formerly Fokker Aircraft B.V.)
Model F.28 Mk.0100

CAA-NL Type Certificate Nr.

T-100-87

LANDING GEAR - MAIN LANDING GEAR MAIN FITTING - INSPECTION

Description :

In May 2001, a Fokker 100 (F.28 Mk.0100) experienced a Main Landing Gear (MLG) main fitting failure, resulting in the separation of the lower part of the main fitting, including the MLG sliding member, wheels and brakes. The subsequent investigation led to the issuance of Messier-Dowty (MD) Service Bulletin (SB) F100-32-100 (Rev.1), which was then made MANDATORY through Airworthiness Directive (BLA) 2001-080, issued June 29, 2001. This required a one-time Eddy-Current (EC) inspection within 3 months and the reporting of all findings to establish fleet airworthiness. Through this fleet-wide inspection, seven more MLG's have been found with an EC-indication in the same area as the original incident aircraft. This condition, if not corrected, adversely affects the structural integrity of the MLG main fitting. Since an unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, this BLA requires a conditional initial inspection and two repeat inspections of all affected MLG main fittings to safeguard the structural integrity of the Fokker 100 MLG in the short term, as well as the reporting of all findings to the MLG manufacturer and aircraft Type Certificate holder. Future rulemaking will define the terminating action, in order to restore full Safe Life of the MLG.

Applicability : **Fokker Aircraft B.V.** Model F.28 Mk.0100 aircraft, all serial numbers, if equipped with Messier-Dowty (formerly Dowty Rotol and Dowty Aerospace Gloucester) MLG Units P/N's 201072011, -12, -13, -14, -15 and -16, which include Main Fitting Sub-assemblies P/N's 201072283, 201072284 and 201251258 (Main Fittings P/N's 201072383, 201072384 and 201072389).

Effective date : January 1, 2002

Compliance : Required as indicated, unless accomplished previously.

(a) For MLG units which had accumulated 1,000 FC or more since new at the time of accomplishment of MD SB F100-32-100 Rev.1 (Ref. BLA 2001-080 and Fokker Services SBF100-32-128), accomplish the following :

(1) within 7 months in service after the inspection in accordance with MD SB F100-32-100 R1, perform the first repeat inspection of the MLG main fittings in accordance with MD SB F100-32-101, dated October 25, 2001 or a later CAA(UK) approved revision; and

(2) after at least 1 month in service, but not later than 500 FC or 6 months in service, whichever occurs first after the first repeat inspection, perform a second repeat inspection of the MLG main fittings in accordance with MD SB F100-32-101, dated October 25, 2001 or a later CAA(UK) approved revision.

Note 1 : Fokker Services SBF100-32-131 dated October 25, 2001 also contains relevant information, instructions and the reporting form (ref. paragraph (f) of this directive) which pertain to this subject.

(b) For MLG units which had accumulated less than 1,000 FC since new at the time of accomplishment of MD SB F100-32-100 Rev.1 (BLA 2001-080), accomplish the following :

(1) between accumulating 1,000 and 1,500 FC since new, perform an initial inspection of the MLG main fittings in accordance with MD SB F100-32-101, dated October 25, 2001 or a later CAA(UK) approved revision;

(2) after at least 1 month in service, but not later than 500 FC or 6 months in service, whichever occurs first after the initial inspection, perform the first repeat inspection of the MLG main fittings in accordance with MD SB F100-32-101, dated October 25, 2001 or a later CAA(UK) approved revision;

(3) after at least 1 month in service, but not later than 500 FC or 6 months in service, whichever occurs first after the first repeat inspection, perform the second repeat inspection of the MLG main fittings in accordance with MD SB F100-32-101, dated October 25, 2001 or a later CAA(UK) approved revision.

(c) For MLG main fitting units installed on aircraft currently not in service and spare units, the following is required :

(1) for units which had accumulated less than 1,000 FC since new at the time of accomplishment of MD SB F100-32-100 Rev.1 (BLA 2001-080), upon return to service or installation on an aircraft, as applicable, (re)inspect following the procedures as outlined in paragraph (b) of this directive.

(2) for units which had accumulated 1,000 FC or more since new at the time of accomplishment of MD SB F100-32-100 Rev.1 (BLA 2001-080), upon return to service or installation on an aircraft, as applicable, before further flight, (re)inspect in accordance with MD SB F100-32-101, dated October 25, 2001 or a later CAA(UK) approved revision.

(d) Whenever defects are found, before further flight, rework or replace the MLG main fitting in accordance with the criteria and instructions of MD SB F100-32-101, dated October 25, 2001 or a later CAA(UK) approved revision.

(e) As of July 15, 2001 (the effective date of BLA 2001-080), do not install as a replacement part any spare MLG unit, MLG Main Fitting Sub-assembly or MLG Main Fitting having a P/N as stated in the "applicability" section of this directive, unless it has been inspected and, if necessary, reworked in accordance with MD SB F100-32-100 Revision 1 dated June 19, 2001 or a later CAA(UK) approved revision.

(f) Within 10 days after each inspection as required by this directive, report all findings to Messier-Dowty and Fokker Services, addresses indicated below.

Note 2 : Fokker Services All Operator Message AOF100.082 (TS01.59583) dated October 26, 2001; and Fokker Services SBF100-32-131 dated October 25, 2001 also pertain to this subject.

Remarks :

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **Messier-Dowty Ltd., Customer Support, Cheltenham Road, Gloucester GL2 9QH, United Kingdom; telephone (44) 1452-712-424; facsimile (44) 1452-713-821;** or 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@fokkerservices.storkgroup.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*"