



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 : 2001-080 (A)

Date : June 29, 2001

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

RLD Type Certificate Nr.:

T-100-87

LANDING GEAR - MAIN LANDING GEAR MAIN FITTING - ONE-TIME INSPECTION

Description:

Upon touchdown, a Fokker 100 (F.28 Mk.0100) recently experienced a Main Landing Gear (MLG) main fitting failure, resulting in the breaking-off of the lower part of the main fitting, including the MLG sliding member, wheels and brakes. Although the aircraft was damaged, none of the occupants sustained injuries. Inspection of the MLG main fitting revealed the presence of a 12 mm long and 2.5 mm deep crack, located 5 cm outboard from the inboard face of the upstop damper abutment. Three more MLG main fittings with an Eddy Current defect indication in the same area have been found with one operator. In two out of the total of six cases found so far, the crack was determined to be a forging defect with only very limited propagation in fatigue mode. 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 Airworthiness Directive (BLA) requires a one-time inspection and the reporting of all findings to the MLG manufacturer and aircraft Type Certificate holder to establish fleet airworthiness in the short term. As the investigation into the causes of this incident continues, RLD consider this to be an interim action and further rule-making may follow.

Applicability: Fokker Aircraft B.V. Model F.28 Mk.0100, all serial numbers, if equipped with Messier-Dowty (formerly Dowty Rotal and Dowty Aerospace Gloucester) MLG Units P/N's 201072011, -2012, -2013, -2014, -2015 and -2016, which include Main Fitting Sub-assemblies P/N's 201072283, 201072284 and 201251258 (Main Fittings P/N's 201072383, 201072384 and 201072389).

Effective date: July 15, 2001

Compliance: Required as indicated, unless accomplished previously.

(a) Within the next three (3) months after the effective date of this directive, perform a one-time Eddy-Current inspection on all affected MLG Main Fittings installed on aircraft, in accordance with Messier-Dowty Service Bulletin (SB) F100-32-100 Revision 1 dated June 19, 2001 or a later CAA(UK)-approved revision;

(b) Within ten (10) calendar days after the inspection as required by paragraph (a) of this directive, report all findings to Messier-Dowty and Fokker Services, addresses indicated in the **remarks** section of this directive;

(c) If no cracks are found, the aircraft may be returned to service;

(d) If cracks are found, rework or replace the MLG main fitting in accordance with the criteria contained in the Accomplishment Instructions of Messier-Dowty SB F100-32-100 Revision 1 dated June 19, 2001 or a later CAA(UK)-approved revision;

(e) As of July 15, 2001 (the effective date of this directive), 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 the criteria contained in the Accomplishment Instructions of Messier-Dowty SB F100-32-100 Revision 1 dated June 19, 2001 or a later CAA(UK)-approved revision.

NOTE : Fokker Services All Operator Messages AOF100.074 (TS01.55191) dated May 25, 2001; AOF100.075 (TS01.55868) dated June 18, 2001; and SB F100-32-128 Revision 1 dated June 28, 2001 also pertain to this subject.

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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 AD must be recorded in the proper Aircraft Log Book(s).

Address inquiries concerning this AD to:

Aircraft Division, 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"*