

# Airworthiness Directive of The Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

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## 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. 2003-141 (A)**

Date : November 28, 2003

**FOKKER SERVICES B.V.**  
(formerly Fokker Aircraft B.V.)  
F.28 Mk.0070 and Mk.0100

CAA-NL Type Certificate Nr.

T-100-87

## FLIGHT CONTROLS - AILERON TAB DRIVE ROD ASSEMBLY - INSPECTION/REWORK/REPLACEMENT

### Description :

Recently a Fokker 100 (F.28 Mk.0100) suffered an aileron 2 fault. Investigation revealed that the RH aileron actuator was rotated inboard, due to a worn bush assembly in the actuator to aileron connection. The polyamide washer, which is part of the anti-rotation bush assembly, is specifically intended to prevent the rotation of the actuator. This washer was severely worn where the actuator end fitting rubbed against it. As a consequence of the rotation of the actuator, the hydraulic unions at the actuator body chafed against the aileron tab drive rod (for manual mode operation). This tab drive rod was damaged to the extent that it was chafed through. The installation of a new polyamide washer created clearance between the aileron actuator and the rod. Another aircraft on scheduled maintenance was inspected and showed a similar problem, with both the LH and RH tab drive rods severely chafed. Subsequently the operator initiated a fleet check. A review of the service experience feedback showed that the polyamide washer wear as well as chafing of the input rod have occurred before with several operators. In view of the above, the CAA-NL have determined that the existing MRB zonal inspection tasks 062505-00-01 and 062605-00-01 (interval 4,000 FH) in combination with aileron actuator replacements are insufficient to find excessively worn washers prior to any failure in service. This condition, if not corrected, could lead to further incidents. 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 one-time inspection to find damaged rods and a scheduled detailed inspection for this type of wear to prevent recurrence of such failures. The scheduled detailed inspection will be separately introduced in the updates of the Fokker 70/100 MRB/MPD and the AMM.

**Applicability :** Fokker Aircraft B.V. F.28 Mk.0070 and Mk.0100 aircraft, all serial numbers

**Effective date :** December 15, 2003

**Compliance :** Required as indicated, unless accomplished previously.

(a) Within the next 2 calendar years or 4,000 flight hours, whichever occurs first, perform a one-time inspection of the Aileron Tab Drive Rod Assembly on each Aileron Actuator in accordance with Part 2 Accomplishment Instructions of Fokker Service Bulletin (SB) F100-27-083 dated October 20, 2003 or a later CAA-NL approved revision;

(b) When chafing damage is found on Aileron Tab Drive Rod Part Number (P/N) D78896-001, rework and/or replace any affected parts within threshold limits as listed in and in accordance with Steps B.(1)(a) and B.(1)(b) of Part 2 Accomplishment Instructions of Fokker SB F100-27-083 dated October 20, 2003 or a later CAA-NL approved revision;

(c) In case the clearance between the hydraulic line and the Aileron Tab Drive Rod is 4 mm or more, no further action is required and the aircraft may be returned to service;

(d) When the clearance between the hydraulic line and the Aileron Tab Drive Rod is less than 4 mm, take corrective action within threshold limits as listed in and in accordance with Steps B.(2)(b)3 through B.(2)(b)9 of with Part 2 Accomplishment Instructions of Fokker SB F100-27-083 dated October 20, 2003 or a later CAA-NL approved revision and repair or replace parts as necessary.

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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; e-mail [technicalservices.fokkerservices@stork.com](mailto:technicalservices.fokkerservices@stork.com).**
- Compliance with this directive must be recorded in the proper Aircraft Log Book(s).
- Where applicable, the requirements of this directive must be integrated into the aircraft's Maintenance Schedule.

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](mailto:Info.Register@ivw.nl).