

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. 2004-047

(A)

Date : April 20, 2004

FOKKER SERVICES B.V.

(formerly Fokker Aircraft B.V.)

F.28 Mk.1000 thru Mk.4000 series

CAA-NL Type Certificate Nr.

A23F

THIS AIRWORTHINESS DIRECTIVE IS PUBLISHED BY THE CAA-NL :

- acting for and on behalf of the European Aviation Safety Agency (EASA), as the Primary Airworthiness Authority (ICAO Annex 8 Authority of the State of Design) for the affected product(s); and
- has been approved under EASA reference Number 2004-3794 dated 14 April, 2004

LANDING GEAR - MAIN LANDING GEAR DOWNLOCK ACTUATOR - MODIFICATION

Description :

One F.28 operator reported an incident where the flight crew received a "LH MLG UNSAFE" warning during approach. An uneventful landing was made but during the taxi phase the left Main Landing Gear (MLG) collapsed. Subsequent investigation revealed a failed Downlock Actuator. This prevented the MLG Side Stay assembly from locking properly, causing the MLG to collapse. Further analysis showed that the mentioned failure could have been avoided if the operator had elected to install an improved version of the Downlock Actuator, which has been available for some time from Dowty Aerospace Hydraulics. This condition, if not corrected, could lead to further incidents of MLG Downlock Actuator failure, possibly resulting in MLG collapse. Since an unsafe condition has been identified that may exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) requires the modification of the affected MLG Downlock Actuators to an improved standard, or the replacement of the MLG Downlock Actuators with improved units.

Applicability : Fokker Aircraft B.V. F.28 Mk.1000 through Mk.4000 series, all serial numbers, if equipped with **Smiths Aerospace Actuation Systems** (formerly Dowty Aerospace Hydraulics) MLG Downlock Actuators, Part Number (P/N) 200497005 or P/N 200498005.

Effective date : September 1, 2004

Compliance : Required as indicated, unless accomplished previously.

During the next scheduled MLG Downlock Actuator overhaul, but not later than 66 calendar months, whichever occurs first after the effective date of this directive, modify or replace the MLG Downlock Actuator in accordance with Dowty Aerospace Hydraulics Service Bulletin (SB) 32-501R Revision 1 dated September 3, 1998 or a later CAA-UK approved revision.

Note : Fokker Services SB F28/32-163 dated March 8, 2004 also pertains to this subject.

Remarks :

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **Smiths Aerospace Actuation Systems**, Arle Court, Cheltenham, Gloucestershire GL51 0TP, UK; telephone (44) 1242-277601; facsimile (44) 1242-277661; e-mail roger.chambers@smiths-aerospace.com; website www.smiths-aerospace.com; 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@stork.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.