

# 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. 2004-046 (A)**

Date : April 20, 2004

**FOKKER SERVICES B.V.**

(formerly Fokker Aircraft B.V.)

Model F.28 Mk.0070 and Mk.0100

CAA-NL Type Certificate Nr.

T-100-87

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 2004-3793 dated 14 April 2004

LANDING GEAR - MAIN LANDING GEAR SLIDING MEMBER - ONE-TIME INSPECTION

## Description :

During pushback from the gate of a Fokker 100 (F.28 Mk.0100), the sliding member of a Main Landing Gear (MLG) broke off. The failure occurred during braking while the aircraft was moving backwards, immediately after the towbar was inadvertently disconnected. The subsequent investigation of the fractured surface showed that this had been caused by overload, initiated by a fatigue crack on the aft side of the MLG sliding member, some 3-4 mm above the axle platform. It was also shown that reverse braking is likely to be the only mode that can cause tensile stresses in this location, sufficient to result in cracking and subsequent failure. NDT inspections performed on some operational aircraft and on spare units held by Fokker Services revealed additional MLG units with cracks in the same area. This condition, if not corrected, could result in further incidents of cracked MLG sliding members and possible MLG separation. Since an unsafe condition had been identified that is likely to exist or develop on other aircraft of the same type design, Airworthiness Directive (BLA) 2002-060 was issued to require a one-time inspection of all (Messier-)Dowty Main Landing Gear units. The results from that inspection have identified the need for a second one-time repeat inspection on the MLG Sliding Member to establish fleet safety. For this reason, the present BLA requires a one-time inspection of all aircraft equipped with (Messier-)Dowty Main Landing Gear units and replacement of cracked parts, as necessary.

**Applicability :** Fokker Aircraft B.V. Model F.28 Mk.0070 and Mk.0100 aircraft, all serial numbers, if equipped with Dowty or Messier-Dowty Main Landing Gear Part Number (P/N) 201072011, 201072012, 201072013, 201072014, 201072015 or 201072016, which include sliding member P/N's 201072301 or 201072305.

**Effective date :** May 1, 2004

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

(a) For aircraft that have **not** complied with BLA 2002-060, before the next flight after the effective date of this directive, magnetically inspect the affected MLG sliding members for cracks in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin (SB) F100-32-105 dated March 2, 2004 or a later CAA(UK) approved revision;

(b) For all other aircraft, within the next 4 calendar months or 750 Flight Cycles, whichever occurs first after the effective date of this directive, magnetically inspect the affected MLG sliding members for cracks in accordance with the Accomplishment Instructions of Messier-Dowty SB F100-32-105 dated March 2, 2004 or a later CAA(UK) approved revision;

**Note :** Fokker Service Bulletin SBF100-32-139 dated March 5, 2004 also pertains to this subject.

(c) As of the effective date of this directive, no spare MLG sliding member may be installed on any aircraft as a replacement part, unless it has been inspected in accordance with the Accomplishment Instructions of Messier-Dowty SB F100-32-105 dated March 2, 2004 or a later CAA(UK) approved revision;

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(d) Before the next flight after the effective date of this directive, incorporate the applicable changes introduced with Fokker Services Manual Change Notification – Maintenance Documentation (MCNM) F100-083 Revision 1 dated April 5, 2004 into the Fokker 70/100 Maintenance Manual;

(e) When any crack indication is found, before further flight, replace the MLG sliding member with a serviceable part in accordance with the Fokker 70/100 Maintenance Manual, Chapter 32-11-08.

(f) Whatever the results of the inspections as required by this directive, report ALL findings to the Type Certificate Holder of the aircraft and the Main Landing Gear manufacturer, addresses listed below.

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; website [www.messier-dowty.com](http://www.messier-dowty.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](mailto:technicalservices.fokkerservices@stork.com).**
- Compliance with this directive must be recorded in the proper Aircraft Log Book(s).
- **This Airworthiness Directive (BLA) supersedes and cancels BLA 2002-060 dated April 29, 2002.**

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).