



**Nr. NL-2005-002**

Distribution : **L**

Date : April 14, 2005

Type Certificate Holder :

**FOKKER SERVICES B.V.**  
(formerly Fokker Aircraft B.V.)

F.28 Mk.0070 and F.28 Mk.0100

CAA-NL Type Certificate Nr.

T-100-87

**Caution**

*This Airworthiness Directive is issued by the Minister of Transport, Public Works and Water Management in accordance with the Aviation Act 2001 (Wet Luchtvaart), Article 3.22. Airworthiness Directives affect aviation safety. These are regulations which require immediate attention. No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements thereof, unless otherwise agreed with the Authority of the State of Registry (EC2042/2003, M.A.201 & M.A.303).*

THIS AIRWORTHINESS DIRECTIVE IS PUBLISHED BY THE CAA-NL :

- acting for and on behalf of the European Aviation Safety Agency (EASA), as Airworthiness Authority (ICAO Annex 8) of the State of Design for the affected product(s) with reference to 21A.3B (a) and (b); and
- has been approved under EASA reference Number 2005-3305 dated 11 April 2005.

**Supersedure** : Not Applicable

**Subject** : LANDING GEAR - MAIN LANDING GEAR MAIN FITTING - INSPECTION/REPAIR

**Applicability** : Fokker Aircraft B.V. Model F.28 Mk.0070 and Mk.0100 aircraft, all serial numbers, if equipped with Messier-Dowty (formerly Dowty Aerospace Gloucester) Main Landing Gears.

**Reason** :

Recently, an empty Fokker 100 (F.28 Mk.0100), which was being moved for maintenance, suffered a failure of the LH Main Landing Gear (MLG) Main Fitting. The MLG Main Fitting broke into two pieces, whereby the lower part including the Sliding Member, Wheels and Brakes separated from the upper Main Fitting part. Preliminary findings indicate that the failure could be related to the presence of a fatigue crack in the Main Fitting, originating from the MLG Filler and Bleeder ports, which are located on the aft side of the MLG at about 30 cm below the Pintle. CAA-NL previously issued Airworthiness Directive (BLA) 2002-115 issue 2 to prevent and remedy a similar problem. BLA 2002-115/2 still applies and includes an AFM change that prohibits the application of the brakes during any backwards movement of the aircraft. That requirement should safeguard fleet continued airworthiness for the short term. The condition as described above, if not corrected, may adversely affect the structural integrity of the MLG Main Fitting. Since an unsafe condition has been identified that continues to exist or develop on aircraft of the same type design, this Airworthiness Directive requires a second one-time inspection for cracks and repair, as necessary. The CAA-NL still consider this to be an interim action and further rulemaking is likely to follow.

**Effective date** : April 18, 2005

**Mandatory Actions and Compliance Times** : Required as indicated, unless accomplished previously.

(a) Within the next 2,000 flight cycles since the last inspection in accordance with Messier-Dowty Service Bulletin (SB) F100-32-104 Revision 2 dated October 30, 2003 and Fokker Services SB F100-32-137 (as required by BLA 2002-115/2) or within the next 3 months after the effective date of this directive, whichever occurs later, inspect and, as necessary, repair both MLG Main Fittings in accordance with the Accomplishment Instructions of Messier-Dowty SB F100-32-106 dated February 18, 2005 or a later CAA-UK approved revision;

(b) Whenever cracks are found, determine whether (and for how many) flights may be continued, prior to repair or replacement, in accordance with the crack size and location thresholds as listed in Fokker Services SB F100-32-141 dated February 18, 2005 or later CAA-NL Approved revision;

(c) As of the effective date of this directive, no Dowty or Messier-Dowty MLG Main Fitting may be installed as replacement part, unless it has been inspected in accordance with Messier-Dowty SB F100-32-106 dated February 18, 2005 or a later CAA-UK approved revision.

(d) Irrespective of the results, within the next seven (7) calendar days after the inspection as required by paragraph (a) of this directive, report all findings to Fokker Services, address indicated in the "remarks" section of this directive.

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**Reference Publication(s) :**

Messier-Dowty SB F100-32-106

Messier-Dowty SB F100-32-104 R2

Fokker Services SB F100-32-137 R1

Fokker Services SB F100-32-141

Fokker Services All Operators Messages AOF100.124 and AOF100.124 #2

CAA-NL BLA Nr.2002-115/2

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) or can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).
- Compliance with this directive must be recorded in the proper Aircraft Log Book(s).

Address inquiries concerning this AD to : Civil Aviation Authority, Aircraft Division, Section C&D, P.O. Box 575, 2130 AN Hoofddorp, The Netherlands; telephone +31-23-566-3155; facsimile +31-23-566-3006; e-mail [Info.Register@ivw.nl](mailto:Info.Register@ivw.nl).