



Nr. NL-2005-011

Distribution : **L**

Date : August 31, 2005

Type Certificate Holder :

FOKKER SERVICES B.V.

(formerly Fokker Aircraft B.V.)

F28 Mark 0070 and Mark 0100

EASA Type Certificate Nr.

A.037

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 2005-6202 dated August 29, 2005.

Supersedure : Not Applicable

Subject : LANDING GEAR - BRAKE CONTROL LEVERS - ONE-TIME INSPECTION

Applicability : Fokker Aircraft B.V. Model F28 Mark 0070 and Mark 0100 aircraft, all serial numbers.

Reason :

After landing, the flight crew of a Fokker 100 (F28 Mark 0100) noted that an extreme difference in pedal angle was required to achieve equal brake action on the LH and RH Main Landing Gear (MLG) brakes. The brake temperature of the LH brake system was reported to be higher than that of the RH brake system. During the subsequent troubleshooting, it was noted that the attachment holes in the control levers of the RH MLG (Normal and Alternate) brake cables were worn out to an extent that imminent failure was likely to occur. The aircraft (and the affected levers) had accumulated 21,460 flight hours and 15,583 flight cycles. Further investigation showed that the abnormal brake behaviour had been caused by a (unrelated) failure of the RH Normal Brake Control Valve. Fokker Services have determined that a disconnect of one or two of the lower cables would not affect the intended braking action on the MLG involved. However, this condition, if not corrected, can lead to unintended (uncommanded) braking due to the loss of cable tension on the lower side of the levers, possibly resulting in loss of control of the aircraft during the take-off run, landing roll-out or taxiing. Since an unsafe condition has been identified that may exist or develop on aircraft of the same type design, this Airworthiness Directive requires a one-time inspection and, if necessary, replacement of the brake control levers.

Effective date : September 15, 2005

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

(a) Within the next 1,500 flight cycles or 12 months after the effective date of this directive, whichever occurs first, inspect the brake control levers for excessive wear in accordance with Section 3. Accomplishment Instructions of Fokker Service Bulletin (SB) F100-32-142 dated August 12, 2005 or a later CAA-NL approved revision;

(b) When no significant wear is found on the brake control levers, no further action is required and the aircraft may be returned to service;

(c) When the remaining material thickness is determined to be less than 2 mm (0.08 inch), before next flight, replace the affected brake control levers with serviceable parts in accordance with Section 3. Accomplishment Instructions of Fokker SB F100-32-142 dated August 12, 2005 or a later CAA-NL approved revision;

(d) When the remaining material thickness is determined to be between 2 mm (0.08 inch) and 4 mm (0.16 inch), replace the affected brake control levers in accordance with the schedule as indicated in paragraph B(9) of Section 3. Accomplishment Instructions of Fokker SB F100-32-142 dated August 12, 2005 or a later CAA-NL approved revision.

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Reference Publication(s) :

Fokker Services SBF100-32-142

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 or can be downloaded from 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.