



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).

Nr. NL-2006-004

Distribution : **L**

Date : February 28, 2006

Type Certificate Holder :

FOKKER SERVICES B.V.

(formerly Fokker Aircraft B.V.)

F28 Mark 0070 and Mark 0100

EASA Type Certificate Nr.

A.037

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 2006-0054 dated February 28, 2006.

Supersedure: Not Applicable

Subject: LANDING GEAR - NLG DOOR UPLOCK BRACKET ASSEMBLY - MODIFICATION

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

Reason: Two events have been reported of Fokker 100 (F.28 Mk.0100) aircraft, where the Nose Landing Gear (NLG) failed to extend in the normal mode and problems were experienced to open the NLG doors, almost preventing extension of the NLG in the emergency (alternate) mode. Subsequent investigation and tests have shown that the friction of the bearing in the roller of the NLG Door Uplock Bracket Assembly is high, causing increased resistance in the mechanical system that unlocks the NLG doors. This condition, if not corrected, may result in a NLG up landing, which is considered a hazardous event. Since a potentially unsafe condition has been identified that may exist or develop on aircraft of the same type design, this Airworthiness Directive requires the introduction of an improved roller in the NLG Door Uplock Bracket Assembly.

Effective date: March 15, 2006

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

(a) Within the next 4,000 flight hours after the effective date of this directive, modify the NLG Door Uplock Bracket Assembly in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-143 dated February 15, 2006 or a later EASA-approved revision;

(b) After September 1, 2007, no spare NLG Door Uplock Bracket Assembly may be installed as a replacement part unless it has been modified in accordance with the Accomplishment Instructions of Fokker Component Service Bulletin (CSB) D76501-32-17 dated February 15, 2006 or a later EASA-approved revision;

Reference Publication(s):

Fokker Services SBF100-32-143

Fokker Services CSB D76501-32-17

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.