



Nr. NL-2006-001

Distribution : **L**

Date : January 5, 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

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 2006-002 dated January 4, 2006.

Supersedure : Not Applicable

Subject : MAIN LANDING GEAR - OUTBOARD DOORS SKIN & OPERATING ROD BRACKET ATTACHMENT - INSPECTION/MODIFICATION

Applicability : Fokker Aircraft B.V. Model F28 Mark 0070 and Mark 0100 aircraft, all serial numbers, if equipped with Carbon-Fibre Reinforced Plastic (CFRP) Main Landing Gear Doors, Part Number (P/N) D13312-401 thru -410, including units held as spares.

Reason : Recently, an event has been reported of a Fokker 100 (F28 Mark 0100) Main Landing Gear (MLG) outboard door rod bracket detachment in-flight. During approach, a "MLG UNSAFE" message was displayed on the Multi-Function Display Unit (MFDU) and the green "MLG Down & Locked" indication light remained OFF. Normal - and Alternate Procedures did not remedy the problem and Air Traffic Control could not visually confirm that MLG was down and locked. After the aircraft made an uneventful landing, the ground staff could not install the MLG safety pin in the affected side stay bracket. A jack had to be moved under the wing to get the MLG into the locked position and the ground safety pin installed. Investigation showed that the operating rod between the MLG outboard door and the MLG fitting was broken and the rod's bracket was detached from the outboard door. The affected parts subsequently got stuck between the MLG and the outboard door hinge. As a result, two of three adjacent hydraulic lines were damaged. Another operator has reported a similar landing event after receiving a "MLG UNSAFE" indication. Initial investigation of the second event also revealed an operating rod bracket broken loose from the CFRP MLG outboard door. Several more operators have reported finding partly detached operating rod brackets. Some of these cases may be due to incorrect adjustment procedures of the MLG outboard door. This condition, if not corrected, could result in further events of MLG operating rod brackets breaking loose from the CFRP MLG outboard door, including the possibility of blocking the proper functioning of the Main Landing Gear. Since an unsafe condition has been identified that may exist or develop on aircraft of the same type design, this Airworthiness Directive requires a detailed inspection and modification of the attachment of the operating rod brackets to the outer skin of the CFRP MLG outboard doors.

Effective date : January 12, 2006

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

(a) Within the next 9 months after the effective date of this directive, inspect the MLG outboard doors for cracks in the CFRP outer skin at the countersunk heads of the operating rod bracket attachment bolts in accordance with Part 1 of Section 3. Accomplishment Instructions of Fokker Service Bulletin SBF100-52-080 dated December 12, 2005 or a later CAA-NL approved revision;

(b) If cracks are found, before further flight, modify the MLG outboard door operating rod bracket attachment by the installation of reinforcement plates in accordance with Part 2 of Section 3. Accomplishment Instructions of Fokker SBF100-52-080 dated December 12, 2005 or a later CAA-NL approved revision;

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(c) If no cracks are found, within the next 12 months after the effective date of this directive, modify the MLG outboard door operating rod bracket attachment by the installation of reinforcement plates in accordance with Part 2 of Section 3. Accomplishment Instructions of Fokker SBF100-52-080 dated December 12, 2005 or a later CAA-NL approved revision;

(d) For CFRP MLG Outboard Door units held as spares, Part Number (P/N) D13312-401 thru -410, all serial numbers, within the next 12 months after the effective date of this directive, modify the MLG outboard door operating rod bracket attachment by the installation of reinforcement plates in accordance with Section 3. Accomplishment Instructions of Fokker Component Service Bulletin (CSB) D13312-52-09 dated December 12, 2005 or a later CAA-NL approved revision.

Reference Publication(s) :

Fokker SBF100-52-080

Fokker CSB D13312-52-09

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.