



EASA Safety Information Bulletin

SIB No.: 2009-29
Issued: 27 August 2009

Subject: **Fokker F28 Mark 0070 and Mark 0100 – Liftdumper Mechanical Control System Bolts**

Ref. Publication: Fokker Services Technical and/or Operational Notice (TON) No. TON100.089 dated 07 August 2009, and Fokker Services Service Bulletin SBF100-27-093 dated 07 August 2009.

Description: Fokker Services has published the referenced TON (which is attached to this SIB as pages 3 and 4) to advise operators of a safety concern with certain shouldered bolts, Part Number (P/N) A16189-001, of the liftdumper mechanical control system, which have been found to be wrongly manufactured. Fokker Services also has issued Service Bulletin SBF100-27-093 which contains instructions to identify and replace the affected bolts. Fokker Services has already shipped new bolts in accordance with the original orders.

EASA has reviewed the available information and has determined that this airworthiness concern is not considered an unsafe condition that would warrant the issuance of an airworthiness directive.

EASA supports and endorses the recommended actions contained in the referenced Fokker Services documents. This SIB is published to ensure that all owners, operators and maintenance facilities of the affected aeroplanes are aware of these recommendations.

Recommendation: Review SBF100-27-093 to determine whether any of the affected bolts have been received. If so, it is recommended to perform the one-time inspection and the replacement of any bolts found installed on aeroplanes and to discard the affected bolts or return them to Fokker Services. Any affected bolts held as spares should also be discarded or returned to Fokker Services.

Applicability: Bolts with P/N A16189-001, as identified in Fokker Services SBF100-27-093, which may be held as spares or installed on F28 Mark 0100 and F28 Mark 0070 aeroplanes.

Contacts:

For further information contact the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.

The publications referenced in this SIB can be obtained upon request from:

Fokker Services B.V., Technical Services Dept., P.O.Box 231, 2150 AE Nieuw-Vennep, The Netherlands

telephone +31 (0)252-627-350; facsimile +31 (0)252-627-211

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The referenced publications can be downloaded from

www.myfokkerfleet.com

Fokker 70/100 Technical and/or Operational Notice

Dated : August 07/2009

Sequence No. : **TON100.089**

Subject: **Fokker 70/100 –Wrongly Manufactured Shouldered Bolts of the Liftdumper Mechanical Control Systems.**

This Technical and Operational Notice is to inform you about the One-time Inspection for Wrongly Manufactured Shouldered Bolts pn A16189-001 of the Liftdumper Mechanical Control.

Applicability

F28 Mark 0070/0100 aircraft serial numbers:

All, if installation of wrongly manufactured bolts cannot be excluded (see SBF100-27-093).

Required attention

This message contains safety-related information that may concern your whole organization. The recommendations contained herein are of special importance for:

- ☐ flight operations, including flight crew training
- ☒ maintenance, including maintenance training
- ☐ ground handling and servicing
- ☒ engineering and modification planning
- ☒ spares and logistics

Please see to it that the following information does reach those who need it, in particular if some activities are outsourced (for instance to an outside maintenance provider, ground handler or training/simulation company).

Occurrence

Recently on a Fokker 100 a/c shouldered bolts, pn A16189-001, were found to be wrongly manufactured.

Investigation

During replacement at a maintenance facility it appeared that of these new received bolts the heads were too thick, and thereby the "shoulder" being too thin. The shoulder would not come through the fork of the driving rod of the liftdumper system. The thickness of the "shoulder", which protrudes through the fork-end flange, was made 5 mm (0.2 inch) instead of the required 7 mm (0.27 inch).

Sequence No. : TON100.089

Page 1 of 2

Discussion

When these wrongly manufactured bolts are installed this will lead to clamping of both fork-end flanges together, i.e. the fork-ends of the rods will be slightly bended to each other. This has been evaluated and is considered to have no direct safety consequences. The normal functioning of the lift-dumper system will not be affected. Hence only replacement of the wrongly manufactured bolts is necessary to preclude failure due to fatigue in the long run.

Actions

Fokker Services BV checked the origin of this mistake and found that a total of 120 bolts were delivered to several operators and maintenance facilities in the time period from October 2008 up to July 2009. Fokker Services BV has issued recommended Service Bulletin SBF100-27-093 to replace the wrongly manufactured bolts. In this Service Bulletin a list of operators and/or maintenance facilities is mentioned, to whom these wrongly manufactured bolts were sent, and who are now requested to check their stores for these wrongly manufactured bolts. If all received bolts are still on stock they have to be discarded or sent back to Fokker Services. Fokker Services will ship new bolts in accordance with the original order. This will be done two days after the issue of the Service Bulletin.

Sincerely yours,

T. Milder
Head Of the Design Organization
Fokker Services BV.