



EASA Safety Information Notice

No.: 2007- 39 Revision 1

Issued: 12 November 2007

- Subject:** **Fokker F27 Mark 050/060 series Main Landing Gear – Sliding Member End-Stop Installation**
- Ref. Publication:** CAA Netherlands Airworthiness Directive (AD) NL-2007-002.
- Introduction:** According to Article 15(1) of Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, EASA has only taken over Member States obligations that are related to design approval. As a consequence, EASA is only authorised to issue ADs related to design approval. EASA has determined that the above referenced unsafe condition is not related to design approval, as it is the result of improper installation of parts and that the type design is therefore not affected. However, this is a serious safety issue and this Safety Information has been issued accordingly. The National Aviation Authorities of the EU member states may adopt the referenced AD under their State of Registry responsibility.
- Applicability:** F27 Mark 050, Mark 0502 and Mark 0604 aircraft.
- Recommendations:** This Safety Information Notice is for information only.
- Contact:** For further information contact the Airworthiness Directives, Safety and Research Section, Certification Directorate, EASA.
E-mail: ADs@easa.europa.eu.



Nr. NL-2007-002

Date: 31 October 2007

Type Certificate Holder:

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

Fokker F27 Mark 050, Mark 0502 and Mark 0604

EASA Type Certificate Nr.

A.036

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 as Airworthiness Authority (ICAO Annex 8) of the State of Design for the affected product(s)
- EASA has published Safety Information Notice nr. 2007-039, dated 29 Oct. 2007, related to this AD on her website

Supersedure: Not applicable

Subject: ATA 32 - Main Landing Gear - Sliding Member End-stop Installation - Inspection / Installation

Applicability: F27 Mark 050, Mark 0502 and Mark 0604 aircraft all serial numbers

Reason: An operator reported an overextended MLG sliding member after landing. During subsequent investigation it was found that an end stop had unscrewed itself to a certain extent. This caused the Main Landing Gear Torque Links to come into an overcentre position against the Sliding Member. Investigation learned that there was no lockwiring present on the two lockbolts, which hold the end stop. This condition, if not corrected, could lead to structural damage of the main gear and loss of control of the aircraft during the landing roll.

Since an unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, this Airworthiness Directive requires an inspection for the presence and proper application of lockwiring on the two lockbolts which hold the Sliding Member end stop.

Effective date: 15 November 2007

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

1. Within 500 flight cycles after the effective date of this AD and within every subsequent 500 flight cycles thereafter until the Part 2 of this AD has been accomplished: Measure the length of the extended portion of the sliding member as defined in Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF50-32-039 dated 24 May 2007 and Messier Dowty SB F50-32-62 dated 17 January 2007 (or later approved revisions). If overextension is found accomplish the tasks of Part 2 of this AD before further flight.
2. Within 4000 flight hours after the effective date of this AD: Check for the presence of lockwiring as defined in Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF50-32-039 dated 24 May 2007 and Messier Dowty SB F50-32-62 dated 17 January 2007 (or later approved revisions). Install lockwiring if necessary.
3. Report any finding of overextension or incorrect lockwiring to Fokker Services B.V. at the address indicated below.
4. After 01 May 2008: No MLG units held as spares may be installed on an aircraft unless Part B of Messier Dowty SB F50-32-62 dated 17 January 2007 (or a later approved revision), has been accomplished.

Reference Publication(s):

1. Fokker Services Service Bulletin SBF50-32-039 dated 24 May 2007 (or a later approved revision).
2. Messier Dowty Service Bulletin SB F50-32-62 dated 17 January 2007 (or a later approved revision).

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).
- Where applicable, the requirements of this directive must be integrated into the aircraft's Maintenance Schedule.

Address inquiries concerning this AD to: Civil Aviation Authority, Supervision Services / Unit Object Permits, P.O. Box 575, 2130 AN Hoofddorp, The Netherlands, telephone: +31. (70) 456 22 39, telefax: +31. (70) 456 30 06, e-mail: Info.Register@ivw.nl