



EASA Safety Information

No.: 2006 – 07 Rev. 2
Issued: 08 March 2007

Subject: Boeing 737-400, registration marks EI-COI incident occurred on June 15th, 2006, at Catania Fontanarossa airport (Italy) and associated ANSV Safety Recommendations 1509/INV/341/6/06 and 3038/INV/341/6/06.

Reference AD: None

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 design approval related.

EASA has been notified by ANSV about separation of a nose landing gear wheel during take off, due to the rupture of its axle, caused by stress corrosion cracking in its bottom part.

The severity of the observed corrosive attack implies that it was already present when the aircraft was released after last 1C inspection (May 2nd, 2006). The lack in detecting the presence of corrosion on this part is considered a substantial element leading to the final fracture.

Revision 2 of this Safety Information contains reference to a new Safety Recommendation issued by the Italian ANSV, to reflect the latest status of the investigation.

This actual case is a serious safety issue and this Safety Information has been issued accordingly. The National Aviation Authorities may adopt necessary actions under their State of registry responsibility.

Applicability: **Boeing 737- 400 Nose Landing Gear Axle – other series of aircraft may be affected - (P/N 65-46215-16, subpart of Inner Cylinder Assembly P/N 65-46215-4)**

Recommendation as provided by ANSV to EASA: “Consider implementing an una tantum [Translation by Author: (one time only)] visual inspection on the parts (P/N 65 -46215-16) that underwent revision at the shop centre Aeroplex of Central Europe of Budapest in the same time slot. The inspection should be particularly focused on verifying any presence of corrosion in the 6 o’ clock position.”

In the light of this first recommendation’s result, the following recommendation has been issued :

**Recommendation
as provided by
ANSV to FAA:**

“Consider requiring a revision of the current Corrosion Prevention Task Card P-32-00-01 for the aircraft Boeing 737-400, explicitly calling out removal of the spacer and visual check for corrosion on the area beneath it, with particular attention to be focused at the 6’o clock position.

This modification should also clarify the following points:

- If corrosion is detected in that specific area an additional NDT for cracks (e.g. MPI) has to be implemented;
- In absence of cracks, protective finishes have to be restored as practical.”

Contact:

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