


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0018</p> <p>Date: 05 February 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Fokker Services B.V.</p>	<p>Type/Model designation(s) :</p> <p>F27 Mark 050, Mark 0502 and Mark 0604 aircraft</p>
<p>TCDS Number : EASA.A.036</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : This AD supersedes CAA Netherlands AD NL-2007-002 dated 31 October 2007.</p>	
ATA 32	Landing Gear – Main Landing Gear (MLG) Sliding Member End-Stop – Inspection / Installation
<p>Manufacturer(s): Fokker Aircraft B.V.</p>	
<p>Applicability: F27 Mark 050, Mark 0502 and Mark 0604 aircraft, all serial numbers</p>	
Reason:	<p>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, loss of control of the aircraft during the landing roll-out.</p> <p>For the reason described above, CAA-NL issued AD NL-2007-002 to require repetitive extension checks (measurements) of the MLG sliding member, an inspection for the presence of proper lockwiring on the two Sliding Member end stop lockbolts and, in case of discrepancies, corrective actions.</p> <p>Since the issue of that AD, EASA has issued AD Policy (document C.Y001-01 dated 28 July 2008), confirming the Agency to be competent to issue Mandatory Continuing Airworthiness Information to require correction of unsafe conditions resulting from production and/or maintenance deficiencies.</p> <p>For this reason, this new EASA AD takes over the requirements of CAA Netherlands AD NL-2007-002, which is superseded.</p>
Effective Date:	19 February 2009

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <p>(1) Within the next 500 flight cycles (FC) after the effective date of this AD and thereafter at intervals not to exceed 500 FC, measure the length of the extended portion of the sliding member in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF50-32-039 and in accordance with Messier Dowty SB F50-32-62.</p> <p>(2) If, during any check as required by paragraph (1) of this AD, overextension is found or the measurement has increased with 1.0 mm compared to the previous measurement, before next flight, accomplish the lockwire check and corrective actions in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF50-32-039 and in accordance with Messier Dowty SB F50-32-62. Within 10 days after finding any overextension or incorrect lockwiring, send a report to Fokker Services B.V., address indicated in the Remarks section of this AD</p> <p>(3) Unless already accomplished as required by paragraph (2) of this AD, within the next 2 000 flight hours after the effective date of this AD, inspect the two Sliding Member end stop lockbolts for the presence of lockwiring and, in case of discrepancies, install lockwiring in accordance with Part 2 of the Accomplishment Instructions of Fokker SBF50-32-039 and in accordance with Messier Dowty SB F50-32-62.</p> <p>(4) After (re)installation of the lockwiring in accordance with paragraph (2) or (3) of this AD, as applicable, the repetitive checks (measurements) of paragraph (1) of this AD are no longer required.</p> <p>(5) After the effective date of this AD, no person shall install a MLG unit on an aircraft unless Part B of Messier Dowty SB F50-32-62 has been accomplished on that MLG unit.</p>
<p>Ref. Publications:</p>	<p>Fokker Services Service Bulletin SBF50-32-039 dated 24 May 2007 and Messier Dowty Service Bulletin SB F50-32-62 dated 17 January 2007.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: 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 e-mail: technicalservices.fokkerservices@stork.com The referenced publication can be downloaded from www.myfokkerfleet.com