


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0145</p> <p>Date: 31 July 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 500 and 600 aeroplanes</p>
<p>TCDS Number : EASA.A.036</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 32	Landing Gear – Main Landing Gear (MLG) Sliding Member End-Stop – Inspection / Installation
Manufacturer(s):	Fokker Aircraft B.V. and predecessor companies.
Applicability:	<p>F27 Mark 500 and 600 aeroplanes, serial numbers 10452, 10525, 10530, 10531, 10550, 10557, 10559, 10566, 10569, 10589, 10603, 10605, 10606, 10613, 10615, 10623 thru 10631, 10633, 10637, 10639, 10641, 10642, 10669 and 10672.</p> <p>Note: The listed serial numbers are the only aeroplanes that have Rough Field Version (RFV) MLG installed.</p>
Reason:	<p>A Fokker 50 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 MLG torque links to move into an overcentre position against the MLG 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 aeroplanes during the landing roll.</p> <p>EASA issued AD 2009-0018 to address this unsafe condition. Earlier F27 Mark 500 and 600 'RFV' aeroplanes are equipped with similar design MLG units.</p> <p>For the reasons described above, this AD requires repetitive inspections for the presence and proper application of lockwiring on the two lockbolts which hold the sliding member end stop, and corrective action, depending on findings.</p>
Effective Date:	14 August 2009

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <ol style="list-style-type: none"> (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 MLG sliding member in accordance with Part 1 of the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF27/32-172 and in accordance with the instructions of Messier-Dowty SB 32-91W. (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 or more, 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 Services SBF27/32-172 and in accordance with the instructions of Messier-Dowty SB 32-91W. 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. (3) Unless already accomplished as required by paragraph (2) of this AD, within the next 4 000 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 Services SBF27/32-172 and in accordance with the instructions of Messier-Dowty SB 32-91W. (4) After (re)installation of the lockwiring in accordance with paragraph (2) or (3) of this AD, or in case no discrepancies are found during the inspection as required by paragraph (3) of this AD, as applicable, the repetitive checks (measurements) of paragraph (1) of this AD are no longer required. (5) After the effective date of this AD, do not install a MLG unit on an aeroplane unless Part B of Messier-Dowty SB 32-91W has been accomplished on that MLG unit.
<p>Ref. Publications:</p>	<p>Fokker Services SBF27/32-172 dated 26 January 2009. Messier-Dowty SB 32-91W dated 09 September 2008.</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. This AD was posted on 29 May 2009 as PAD 09-078 for consultation until 26 June 2009. No comments were received during the consultation period. 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) 252-627-350; facsimile (31) 252-627-211; e-mail: technicalservices.fokkerservices@stork.com The referenced publication can be downloaded from www.myfokkerfleet.com