


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 09-078</p> <p>Date: 29 May 2009</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</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 serial numbers that have Rough Field Version (RFV) MLG installed.</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 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.</p> <p>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>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:	[TBD: 14 days after final AD issue date]

<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 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.</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 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.</p> <p>(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.</p> <p>(4) After (re)installation of the lockwiring in accordance with paragraph (2) or (3) or 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.</p> <p>(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>
<p>Ref. Publications:</p>	<p>Fokker Services SBF27/32-172 dated 26 January 2009.</p> <p>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>	<p>1. This Proposed AD will be closed for consultation on 26 June 2009.</p> <p>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, 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</p>