

## **Luxembourg Investigation Commission Principle Recommendations within Original Accident Report**

The Safety Recommendations from the Luxembourg Investigation Commission engines

### *N°1, issued 15 November 2002*

In order to avoid the failure of the Flight Idle Stop security, the Investigation Commission recommends that the opportunity should be evaluated to render the modification of the Antiskid Control Box stated in the Service Bulletin be mandatory for all Fokker 50 aircraft.

Furthermore and without waiting for this modification, the Investigation Commission recommends that the crewmembers should be informed about the potential functioning of the system as mentioned above and about the content of Fokker message to all operators AOF50.022 dated 14 November 2002.

### *N°2, issued 28 November 2002*

Publication of an airworthiness directive stipulating that:

- o Service bulletin N° Fo50-32-4-revision 1 from ABSC; and
- o Service bulletin N° F50-32-035 from Fokker Services B.V., be made mandatory for all Luxembourg registered Fokker 50 aircraft.

### N°3, issued 23 January 2003

In order to improve the functioning of the secondary safety Flight Idle Stop, the investigation commission recommends, that the announced publication of Service Bulletin Fo50-32-7 be speeded up and that its application be made mandatory for all Fokker F27Mk050 type aircraft.

### N°4, issued 9 May 2003

Publication of an airworthiness directive stipulating that:

- o Service bulletin N° Fo50-6004125-32-01 from ABSC; and
- o Service bulletin N° F50-32-038 from Fokker Services B.V. be made mandatory for all Luxembourg registered Fokker 27 Mk050 aircraft.