



## Airworthiness Directive

**AD No.:** 2017-0163

**Issued:** 04 September 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

FOKKER SERVICES B.V.

**Type/Model designation(s):**

F28 aeroplanes

**Effective Date:** 11 September 2017

**TCDS Number(s):** EASA.A.037

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 32 – Landing Gear – Main Landing Gear Piston – Inspection

**Manufacturer(s):**

Fokker Aircraft B.V.

**Applicability:**

F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers, if equipped with Goodrich main landing gear (MLG).

**Reason:**

An occurrence was reported where, during a walk around check, a number of cracks, in various directions, were discovered in the lower portion of a MLG piston, Part Number (P/N) 41141-5. No technical investigation results are available as yet, but based on a previous event, as a result of which EASA issued AD 2009-0221R1, later superseded by AD 2011-0159, stress corrosion is suspected to have caused these cracks.

This condition, if not detected and corrected, could lead to MLG failure during the landing roll-out, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Fokker Services published Service Bulletin (SB) SBF100-32-169 to provide inspection instructions.



For the reasons described above, this AD requires a one-time detailed visual inspection (DVI) of the MLG pistons for cracks and, depending on findings, replacement. This AD also requires the reporting of inspection results to Fokker Services.

This AD is considered an interim measure and further AD action may follow.

#### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within 30 days after the effective date of this AD, accomplish a DVI of each MLG piston P/N 41411-5, in accordance with the Accomplishment Instructions of Fokker Services SBF100-32-169.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, cracks are found, before next flight, replace the affected piston with a serviceable part in accordance with the Accomplishment Instructions of Fokker Services SBF100-32-169.

#### **Reporting:**

- (3) Within 10 days after the inspection as required by paragraph (1) of this AD, report the inspection results (including no findings) to Fokker Services.

#### **Parts Installation:**

- (4) From the effective date of this AD, it is allowed to install a piston P/N 41411-5, or a replacement MLG with a piston P/N 41411-5, on an aeroplane, provided the piston is new, or has not accumulated any flight cycles since overhaul, or has passed an inspection in accordance with the Accomplishment Instructions of Fokker Services SBF100-32-169.

#### **Ref. Publications:**

Fokker Services SBF100-32-169 original issue dated 23 August 2017.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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 1357, 2130 EL,



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E-mail: [technicalservices@fokker.com](mailto:technicalservices@fokker.com).

The referenced publication can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

CORRECTED

