



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-163

Issued: 05 December 2017

Note: This Proposed Airworthiness Directive (PAD) 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.

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 date indicated.

Design Approval Holder's Name:

FOKKER SERVICES B.V.

Type/Model designation(s):

F28 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.037

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Main Landing Gear Retraction Actuator – 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) Part Number (P/N) 41050-x (all dashes), or 41060-x (all dashes).

Reason:

An occurrence was reported where, following take-off, the retraction actuator eye-end, P/N 41518-3, of a Goodrich MLG failed after gear up selection. After the LG UNSAFE indication, the flight crew of the affected aeroplane successfully selected gear down and locked by applying the alternate extension procedure, and an uneventful landing was made. Investigation results showed that the retraction actuator eye-end final overload fracture was preceded by fatigue cracks, believed to have been caused by the interference between the MLG retraction actuator eye-end and the retraction actuator bracket. It was also highlighted that the affected eye-end had been installed incorrectly, i.e. with the grease nipple located on the lower side, thus causing damage to the retraction actuator eye-end due to interference with the retraction actuator bracket. Further investigations revealed other occurrences of interference between retraction actuator eye-end and retraction actuator bracket with resulting damage.



This condition, if not detected and corrected, could prevent retraction of the MLG and/or its complete extension, possibly resulting in damage to the aeroplane during landing, and consequent injury to occupants.

To address this potential unsafe condition, Fokker Services published Service Bulletin (SB) SBF100-32-168 (hereafter referred to as 'the SB' in this AD) to provide inspection and replacement instructions.

For the reasons described above, this AD requires a one-time inspection (check the eye-end for presence of interference/damage and for orientation of the greasing nipple) of the MLG retraction actuators, left-hand (LH) and right-hand (RH) sides, and, depending on findings, replacement.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 12 months after the effective date of this AD, inspect each MLG retraction actuator, LH and RH side, in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any deficiencies are found, before next flight, replace the affected retraction actuator with a serviceable part (see Note 1 of this AD) in accordance with the instructions of the SB.

Note 1: For the purpose of this AD, a serviceable part is a serviceable retraction actuator with an eye-end that does not have any indication of interference or damage, as per the instructions of the SB.

Ref. Publications:

Fokker Services SBF100-32-168 original issue dated 22 May 2017.

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

Remarks:

1. This Proposed AD will be closed for consultation on 02 January 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
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 1357, 2130 EL, Hoofddorp, The Netherlands, Telephone +31-88-6280-350, Fax +31-88-6280-111, E-mail: technicalservices@fokker.com.
The referenced publication can be downloaded from www.myfokkerfleet.com.

