



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-049

Issued: 16 April 2026

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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: This AD supersedes EASA AD 2024-0192 dated 10 October 2024.

ATA 32 – Landing Gear – Main Landing Gear Piston – Inspection / Replacement

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F28 Mark 0070 and Mark 0100 aeroplanes, equipped with a Collins Aerospace (Collins) main landing gear (MLG) having Part Number (P/N) 41050-7 to -16 (inclusive) or P/N 41060-3 to -6 (inclusive), except those which incorporated Fokker Services (FS) Service Bulletin (SB) SBF100-32-172.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Any MLG piston having P/N 41141-5, which has been modified by the Australian landing gear shop Aerospace NDI Pty Ltd (ANDI) in accordance with SB 41000-32-29.

Serviceable part(s): MLG pistons, having P/N 41141-5, which are not an affected part, as defined by this AD; or MLG pistons having P/N 41141-7.

The SB: FS SB SBF100-32-177 Revision 1.



Groups:

Group 1 aeroplanes are those having an affected part installed.

Group 2 aeroplanes are those which do not have an affected part installed.

Reason:

An occurrence was reported where, during a pre-flight inspection (visual check) of a Fokker F28 Mark 0070 aeroplane, a crack was identified on the lower aft side of a right-hand MLG piston.

The following investigation revealed that the affected MLG unit had been overhauled by ANDI, whereby the MLG piston had been modified and reidentified (from P/N 41141-3 to P/N 41141-5). The affected piston was for detailed investigation sent to Collins, the original equipment manufacturer, who, although the investigation was still ongoing, determined that the crack in the lower end of the piston originated from stress corrosion, most likely caused by lack of the required nickel plating in the wire conduit hole of the part.

This condition, if not detected and corrected, could lead to structural failure and consequent collapse of the MLG, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, FS issued SB SBF100-32-177 at original issue, which provides instructions for a detailed inspection (DET) for cracking of the affected parts, as defined in this AD, and for replacement of each found cracked part. Consequently, EASA issued AD 2024-0176, requiring repetitive inspections of each affected part and replacement of any found cracked part with a serviceable part, as defined in this AD.

After that AD was issued, it was determined that the interval for the required repetitive DET has to be also based on the number of flight cycles (FC). Consequently, EASA issued AD 2024-0192, retaining the requirements of EASA AD 2024-0176, which was superseded, but with an updated definition of the interval for the required repetitive DET.

Since that AD was issued, Collins finalised its investigation, and based on the results, it has been determined that, in the end, all affected parts must be replaced with a serviceable part. Therefore, Fokker Service revised its SB (now at Revision 1) accordingly.

For the reason described above, this AD retains the requirements of EASA AD 2024-0192, which is superseded, requiring in addition replacement of all affected parts with serviceable parts.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) For Group 1 aeroplanes: Within 30 days after 18 September 2024 [the effective date of EASA AD 2024-0176] and, thereafter, once on a flight day, at intervals not to exceed 48 hours or 8 FC, whichever occurs first, accomplish a DET of the lower aft side of each affected part in accordance with the instructions of SB SBF100-32-177, at any revision.



Corrective Action(s):

- (2) If, during any DET as required by paragraph (1) of this AD, any cracked affected part is detected, before next flight, replace that affected part, or replace the complete MLG strut. This can be accomplished in accordance with the applicable instructions of the Fokker 70/100 aircraft maintenance manual.

Reporting:

- (3) If, during any DET as required by paragraph (1) of this AD, any cracked affected part is detected, within 15 days after accomplishment of that DET, report to Fokker Services each found discrepancy.

Parts Installation:

- (4) For Group 1 and Group 2 aeroplanes: From 18 September 2024 [the effective date of EASA AD 2024-0176] until 20 months after the effective date of this AD, it is allowed to install on any aeroplane an affected part or a MLG strut with an affected part installed on it, provided that, before next flight after installation, the affected part passed an inspection [no crack(s) found] in accordance with the instructions of SB SBF100-32-177, at any revision, and thereafter, it is repetitively inspected as required by paragraph (1) of this AD.

Terminating Action:

- (5) For Group 1 and Group 2 aeroplanes: Starting from 20 months after the effective date of this AD:

(5.1) Do not operate an aeroplane having an affected part installed; and

(5.2) Do not install an affected part on any aeroplane.

- (6) Replacement on an aeroplane of all affected parts with serviceable parts constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, provided that, thereafter, no affected part, or MLG strut with an affected part installed on it, is installed on that aeroplane.

Ref. Publications:

FS SB SBF100-32-177 original issue dated 04 September 2024, or Revision 1 dated 16 February 2026.

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

Remarks:

1. This Proposed AD will be closed for consultation on 30 April 2026.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation](#)



[safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. 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, or E-mail: technicalservices@fokkerservices.com.
The referenced publication can be downloaded from www.myfokkerfleet.com.

