


EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0221R1 Date: 30 June 2010 Note: This Airworthiness Directive (AD) 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.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name : Fokker Services B.V.	Type/Model designation(s) : F28 Mark 0070 and Mark 0100 aeroplanes
TCDS Number : EASA.A.037	
Foreign AD : Not applicable	
Revision : This AD revises EASA AD 2009-0221 dated 14 October 2009.	
ATA 32	Landing Gear – Main Landing Gear (MLG) Piston – Inspection / Replacement
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers, if equipped with Goodrich (formerly Menasco, Colt Industries) MLG units, Part Number (P/N) 41050-7, P/N 41050-8, P/N 41050-9, P/N 41050-10, P/N 41050-11, P/N 41050-12, P/N 41050-13, P/N 41050-14, P/N 41050-15, P/N 41050-16, P/N 41060-1, P/N 41060-2, P/N 41060-3, P/N 41060-4, P/N 41060-5 or P/N 41060-6.
Reason:	<p>During a normal walkaround check on a F28 Mark 0100 aeroplane, a large crack was discovered in the lower portion of the right (RH) MLG piston. The affected MLG unit had accumulated 7 909 flight cycles (FC) at the time of detection. The piston has been sent to Goodrich, the landing gear manufacturer, for detailed investigation.</p> <p>This condition, if not detected and corrected, could lead to MLG failure, possibly resulting in loss of control of the aeroplane during the landing roll-out.</p> <p>For the reasons described above, this AD requires a one-time detailed visual inspection of the MLG pistons, the replacement of any MLG pistons on which cracks are detected, and the reporting of all findings to the aeroplane TC holder. The inspection results, in combination with the findings of the crack/metallurgical investigation of the cracked piston by Goodrich, will be used to determine the necessity of additional and/or more detailed inspections, or any other corrective action. This AD is considered an interim measure and further action is likely to follow.</p> <p>This AD has been revised to correct a Part Number in the Applicability section.</p>

Effective Date:	Revision 1: 14 July 2010 Original issue: 28 October 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 30 days after 28 October 2009 (the effective date of the original issue of this AD), accomplish a detailed visual inspection of the MLG pistons for cracks in accordance with the Accomplishment Instructions of Fokker Services Service Bulletin (SB) SBF100-32-158 and Goodrich SB 41000-32-28 Revision 1. (2) If a cracked MLG piston is found during the inspection as required by paragraph (1) of this AD, before next flight, replace the affected piston with a serviceable part in accordance with the Accomplishment Instructions of Fokker Services SBF100-32-158. (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 by using the Questionnaire attached to Fokker Services SBF100-32-158.
Ref. Publications:	<p>Fokker Services SBF100-32-158 dated 02 October 2009.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Goodrich Service Bulletin 41000-32-28 Revision 1 dated 29 September 2009.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Inquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail 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 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone (31) 252-627-350; facsimile (31) 252-627-211; E-mail: technicalservices.fokkerservices@fokker.com The referenced publication can be downloaded from www.myfokkerfleet.com