

5/16/2019

FOR YOUR INFORMATION

2019-32/3-9

1616797

To: Bombardier Inc. Canadair

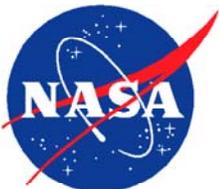
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-280, AFS-100, ANM-100, SEA-ACO, SEA-AEG, AQS-230), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IATA, ICAO, ICASS, IFALPA, NTSB, PAMA, RAA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: CRJ-200 Flap Linkage Failure

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dennis Doyle at (408) 541-2831 or email at dennis.j.doyle@nasa.gov



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN: 1616797

Time

Date: 201902

Local Time Of Day: 0601-1200

Place

Locale Reference.Airport: ZZZ.Airport

State Reference: US

Altitude.MSL.Single Value: 10500

Environment

Flight Conditions: VMC

Aircraft 1

ATC / Advisory.Center: ZZZ

Make Model Name: Regional Jet 200 ER/LR (CRJ200)

Component 1

Aircraft Component: Flap Fairing

Person 1

Function.Flight Crew: Captain

Function.Flight Crew: Pilot Flying

ASRS Report Number: 1616797

Events

Anomaly.Aircraft Equipment Problem: Less Severe

Detector.Person: Flight Crew

Result.Flight Crew: Returned To Departure Airport

Result.Aircraft: Aircraft Damaged

Narrative 1

First flight of the day. Departed Runway XXL with a climb to the east/northeast/north, climbing through 10,500 MSL to FL230 and accelerating, reaching 280 KIAS I heard a "Thump" associated with a wind rumble sound and vibration throughout the airframe and predominately in the flight controls, I immediately checked doors and pressurization, followed by all other aircraft systems. All indications normal. I stopped our climb at 14,000, called the flight attendant to verify noise and vibration in addition to cabin conditions. FA (Flight Attendant) heard the same sound, cabin conditions normal otherwise, I then contacted Dispatch and Maintenance via ACARS describing the conditions, [and] we mutually agreed a return to ZZZ was in our best interest. We notified Center we would be returning to the airport for a Non-Emergency precaution. We were given an immediate turn and descent, I addressed the passengers to let them know we would be returning to the airport as a precaution. Once parked at the gate we initiated a walk-around and discovered the right inboard flap linkage fairing had broken and separated from the airframe.

Synopsis

CRJ-200 Captain reported a flap fairing departed the aircraft during climbout resulting in a return to departure airport.