EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0077 **Date: 06 May 2015** 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 EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
FOKKER SERVICES B.V.	F28 aeroplanes

TCDS Number:	EASA.A.037
Foreign AD:	Not applicable
Supersedure:	None

ATA 32	**Landing Gear – Hydraulic Hose Restrictor Check Valve Screen – Inspection**
Manufacturer(s):	Fokker Aircraft B.V.
Applicability:	F28 Mark 1000 through 4000 aeroplanes, all models: serial numbers (s/n) 11003 through 11110 (inclusive) and s/n 11992, if modified in service in accordance with Fokker Services Service Bulletin (SB) SBF28-32-123, and s/n 11111 through 11241 (inclusive). F28 Mark 0070 and Mark 0100 aeroplanes, all s/n.
Reason:	Two occurrences were reported concerning two different aeroplanes, where during approach, after selecting landing gear down, one of the main landing gears (MLG) could not be extended and locked down. In both cases, subsequent investigation revealed that the filter screen of the corresponding restrictor check valve (integrated in a hydraulic hose assembly) was broken, and debris inside the restrictor check valve was blocking the return flow from the affected MLG actuator. Additional inspection of the fleet of the operator involved revealed more damaged or failed filter screens. This condition, if not detected and corrected, could prevent MLG extension and lock-down, possibly resulting in an emergency landing with consequent damage to the aeroplane and injury to occupants. To address this unsafe condition, Fokker Services published SBF28-32-164 and SBF100-32-166 to provide instructions for removal of the affected hydraulic hoses (including the restrictor check valve) to be inspected in-shop, and for installation of serviceable parts. Fokker Services also published Component SB CSB-32-026 to provide those in-shop inspection instructions to detect any damaged filter screen.

	For the reasons described above, this AD requires a one-time removal of the landing gear hydraulic hoses for the purpose of an in-shop inspection of the affected restrictor check valves filter screens and, depending on findings, re-installation, or replacement of the affected hose(s) with a serviceable part. This AD is considered to be an interim action to detect any degraded or failed filter screens and remove them from service and to collect additional data; further AD action may follow. More information on this subject can be found in Fokker Services All Operators Messages AOF28.041 and AOF100.189#02.
Effective Date:	20 May 2015
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 18 months after the effective date of this AD, remove from the aeroplane each hydraulic hose Part Number (P/N) 97867-1 and/or P/N 97867-3, as applicable, and install serviceable parts (see paragraph (2) of this AD) in accordance with the Accomplishment Instructions of Fokker Services SBF28-32-164 or SBF100-32-166, as applicable. (2) For the purpose of this AD, a serviceable part is a P/N 97867-1 or P/N 97867-3 hose (including the restrictor check valve) that has not previously been installed on an aeroplane, or a P/N 97867-1 or P/N 97867-3 hose (including the restrictor check valve) that has passed an inspection in accordance with the instructions of Fokker Services CSB-32-026. (3) From the effective date of this AD, it is allowed to install a replacement P/N 97867-1 or P/N 97867-3 hydraulic hose on an aeroplane, provided the hose is a serviceable part as defined in paragraph (2) of this AD. (4) Within 30 days after any in-shop inspection of a hydraulic hose in accordance with the instructions of Fokker Services CSB-32-026, report the results (including no findings) to Fokker Services.
Ref. Publications:	Fokker Services SBF100-32-166 original issue dated 14 January 2015. Fokker Services SBF28-32-164 original issue dated 14 January 2015. Fokker Services CSB-32-026 original issue dated 14 January 2015. The use of later approved revisions of these documents 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. This AD was posted on 01 April 2015 as PAD 15-032 for consultation until 29 April 2015. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information 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 1357, 2130 EL, Hoofddorp, The Netherlands; telephone +31-88-6280-350; facsimile +31-88-6280-111; E-mail: technicalservices@fokker.com. The referenced publication can be downloaded from www.myfokkerfleet.com.