



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-031

Issued: 07 March 2018

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 – Hydraulic Line T-Union – Replacement

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F28 Mark 1000, Mark 2000, Mark 3000 and Mark 4000 aeroplanes, all variants, all serial numbers (s/n); and

F28 Mark 0070 and Mark 0100 aeroplanes, all s/n.

Definitions:

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

The applicable SB: Fokker Services Service Bulletin (SB) SBF28-32-166 and SBF100-32-170, as applicable.

Affected part: Hydraulic line T-unions having an integral filter installed, Part Number (P/N) QA07596, introduced by Fokker Services SBF100-32-095; and P/N QA07597, introduced by Fokker Services SBF100-32-095, or SBF28-32-154, as applicable.



Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

With SBF100-32-095 and SBF28-32-154, Fokker Services introduced the option of installing a T-union with an integral filter into the landing gear hydraulic control system. On some F28 Mark 0070 and Mark 0100 aeroplanes, the affected part was installed on the production line. Since introduction, occurrences were reported where the T-union filter disconnected from its housing, and in some cases migrated. In one occurrence, the migrated filter caused a flow reduction and inability to retract one of the main landing gear (MLG) legs.

This condition, if not corrected, could lead to flow reduction along the hydraulic circuit and inability to completely extend one of the MLG legs, possibly resulting in damage to the aeroplane during landing, and consequent injury to occupants.

To address this potential unsafe condition, Fokker Services issued the applicable SB to provide instructions to replace the affected parts with improved parts. Fokker Services also cancelled the SBs that introduced the affected parts.

For the reason described above, this AD requires replacement of the affected parts with T-unions without an integral filter. This AD also prohibits the installation of affected parts.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 aeroplanes: Within 24 months after the effective date of this AD, modify the aeroplane in accordance with the instructions of the applicable SB. The corresponding P/N of affected parts and replacement parts are specified in Table 1 of this AD.

Table 1 – Affected and new parts P/N

Aeroplane Model(s)	Old T-Union P/N	New T-Union P/N
F28 Mark 1000, Mark 2000, Mark 3000 and Mark 4000 (all variants)	P/N QA07597	P/N A71051-027
F28 Mark 0070 and Mark 0100	P/N QA07597	P/N A71051-027
	P/N QA07596	P/N AS1005D060608

Part(s) Installation:

- (2) Do not install an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.



Ref. Publications:

Fokker Services SBF28-32-166 original issue dated 21 February 2018.

Fokker Services SBF100-32-170 original issue dated 21 February 2018.

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

Remarks:

1. This Proposed AD will be closed for consultation on 04 April 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.

