



Airworthiness Directive

AD No.: 2018-0077

Issued: 06 April 2018

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

FOKKER SERVICES B.V.

Type/Model designation(s):

F28 aeroplanes

Effective Date: 20 April 2018

TCDS Number(s): EASA.A.037

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Hydraulic Line Restrictor Check Valve – Replacement

Manufacturer(s):

Fokker Aircraft B.V.

Applicability:

F28 Mark 0070 and Mark 0100 aeroplanes, all serial numbers.

Definitions:

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

The SB: Fokker Services Service Bulletin (SB) SBF100-32-163 Revision 1 dated 21 February 2018.

Affected part: Hydraulic line restrictor check valves, having Part Number (P/N) D71293-003, P/N D71295-401, or P/N D71296-401.

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:

Service experience with Fokker 70 and Fokker 100 aeroplanes has shown that debris from the parking brake shut-off valve (PBSOV) can eventually block the restrictor check valve in the hydraulic return line of the PBSOV. Prompted by these findings, Fokker Services issued SBF100-32-159 to introduce a new PBSOV and a one-time inspection for debris in the affected part of the hydraulic



return system. EASA issued AD 2009-0220 to require those actions. In addition, Fokker Services issued SBF100-32-163 to introduce the option to install a restrictor check valve with a filter screen in the return line of the PBSOV. A recent review of in-service experience and the SBF100-32-159 inspection results revealed new occurrences of debris that obstructed (but did not completely block) the restrictor check valve.

This condition, if not corrected, might prevent complete main landing gear extension, possibly resulting in damage to the aeroplane during landing, and consequent injury to occupants.

To address this potential unsafe condition, Fokker Services issued Revision 1 of SBF100-32-163, providing instructions to replace the restrictor check valve with the improved valve incorporating a filter screen.

For the reason described above, this AD requires the replacement of the restrictor check valve in the return line of the PBSOV with the improved valve.

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 by replacing each affected part with a restrictor check valve with filter screen, P/N CKLX0517200B or P/N CKLX0520100B, as applicable, in accordance with the instructions of the SB.

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 an 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 SBF100-32-163 Revision 1 dated 21 February 2018.

The use of later approved revisions of the above-mentioned document 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 07 March 2018 as PAD 18-032 for consultation until 04 April 2018. No comments were received during the consultation period.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. 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, Fax +31-88-6280-111, E-mail: technicalservices@fokker.com.
The referenced publication can be downloaded from www.myfokkerfleet.com.

