



Airworthiness Directive

AD No.: 2018-0076R1

Issued: 10 July 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

FOKKER SERVICES B.V.

Type/Model designation(s):

F28 aeroplanes

Effective Date: Revision 1: 17 July 2019
Original issue: 20 April 2018

TCDS Number(s): EASA.A.037

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2018-0076 dated 06 April 2018.

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, EASA issued AD 2018-0076 to require replacement of the affected parts with T-unions without an integral filter. That AD also prohibited installation of affected parts.

Since that AD was issued, Fokker Services issued Revision 1 of the applicable SB to provide an alternative improved T-union, P/N AS1035D060608. This AD is revised accordingly, allowing installation of that alternative part.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 aeroplanes: Within 24 months after 20 April 2018 [the effective date of the original issue 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, or P/N AS1035D060608
F28 Mark 0070 and Mark 0100	P/N QA07597	
		P/N QA07596

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 20 April 2018 [the effective date of the original issue of this AD].

Ref. Publications:

Fokker Services SBF28-32-166 original issue dated 21 February 2018, or Revision 1 dated 20 June 2019.

Fokker Services SBF100-32-170 original issue dated 21 February 2018, or Revision 1 dated 20 June 2019.

The use of later approved revisions of the above-mentioned 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. The original issue of this AD was posted on 07 March 2018 as PAD 18-031 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. 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.

