



Airworthiness Directive

AD No.: 2016-0155

Issued: 02 August 2016

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:

328 Support Services GmbH

Type/Model designation(s):

Dornier 328-300

Effective Date: 16 August 2016

TCDS Number(s): EASA.A.096

Foreign AD: Not Applicable

Supersedure: None

ATA 53 – Fuselage – Removal of Teledyne Telelink System – Specific Maintenance Requirements

Manufacturer(s):

Dornier Luftfahrt GmbH; Fairchild-Dornier GmbH; AvCraft Aerospace GmbH

Applicability:

Dornier 328-300 aeroplanes, serial numbers (s/n) 3145, 3149, 3161, 3171, 3181, 3185.

Reason:

The Teledyne Telelink System, installed in accordance with FAA Supplemental Type certificate (STC) SA09839S, has been removed from Dornier 328-300 aeroplanes. After removal, the outer and inner doubler, installed per STC instructions, have been left installed. These structural parts, not being part of the original aeroplane design, are not addressed by the aeroplane Instructions for Continued Airworthiness, and no specific inspections instructions for the skin under the doublers are available. Consequently, a crack under the installed doublers cannot be detected as per standard maintenance program.

This condition could lead to undetected skin cracks that, if not corrected, could lead to skin failure, possibly resulting in a rapid depressurization of the aeroplane and consequently injury to occupants or loss of structural integrity of the aeroplane.



To address this unsafe condition, 328 Support Services issued Service Bulletin SB-328J-53-320 that introduces a repetitive inspection, and defines as well maintenance requirements due to differences to the original Type Certificate-configuration.

For the reason stated above, this AD requires repetitive inspection of skin doublers and structural members and, depending on findings, accomplishment of structural repair.

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

Required as indicated, unless accomplished previously:

- (1) Within 4 weeks after the effective date of this AD and, thereafter, at intervals not to exceed 300 Flight Cycles, accomplish a detailed inspection of the skin doublers and structural members as identified in, and in accordance with the instructions of 328 Support Services SB-328J-53-320.
- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight contact 328 Support Services for approved corrective actions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.
- (3) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (1) for that aeroplane.
- (4) Accomplishment of repair(s) on an aeroplane, as referenced in the instructions of 328 Support Services SB-328J-53-320, constitute terminating action for the repetitive inspections required by paragraph (1) for that aeroplane.

Ref. Publications:

328 Support Services GmbH SB-328J-53-320 Original issue, dated 21 June 2016.

The use of later approved revisions of this 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 15 July 2016 as PAD 16-103 for consultation until 29 July 2016. 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:
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