



Airworthiness Directive

AD No.: 2016-0169

Issued: 17 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 328-100 and 328-300 aeroplanes

Effective Date: 31 August 2016

TCDS Number(s): EASA.A.096

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Fuel Line Clamps – Inspection / Replacement

Manufacturer(s):

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

Applicability:

Dornier 328-100 aeroplanes, all serial numbers (s/n) embodying Service Bulletin (SB) SB-328-28-490, and
Dornier 328-300 aeroplanes, all s/n embodying SB-328J-28-241.

Reason:

Occurrences of broken bonding wires of the fuel line clamps have been reported on Dornier 328-100 and Dornier 328-300 aeroplanes equipped with fuel line clamps Part Number (P/N) 14C02-10A, or P/N 14C02-12A, or P/N 14C02-16A. The affected fuel line clamps have been installed in accordance with the instructions of SB-328-28-490 or SB-328J-28-241 to reduce occurrences of fuel line chafing.

The results of the investigation did not identify design deficiency or production failure of the fuel line clamps. It is assumed that the chafing and breaking of the bonding wires are caused either by excessive vibration, misalignment, excessive installation tolerances or mistakes on installation or a combination of thereof.



This condition, if not detected and corrected, could lead to the loss of bonding function and, in combination with a lightning strike, create a source of ignition in a fuel tank, possibly resulting in a fire or explosion and consequent loss of the aeroplane.

To address this unsafe condition, 328 Support Services issued Alert Service Bulletin ASB-328-28-041 for Dornier 328-100 aeroplanes and ASB-328J-28-018 for Dornier 328-300 aeroplanes respectively (hereafter referred to collectively as 'the applicable ASB' in this AD) providing inspection instructions.

For the reason stated above, this AD requires a one-time inspection of the fuel line clamps and, depending on findings, replacement. This AD also requires the reporting of all inspection results to the design approval holder.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

- (1) Within 6 months after the effective date of this AD, accomplish a one-time inspection of all Hydraflow fuel line clamps as identified in, and in accordance with the instructions of, the applicable ASB.
- (2) If, during the inspection as required by paragraph (1) of this AD, any worn or missing bonding wires are found, before next flight, replace the affected clamps in accordance with the instructions of the applicable ASB.
- (3) Within 30 days after the inspection as required by paragraph (1) of this AD, report the inspection results (including no findings) to 328 Support Services, in accordance with the instructions of the applicable ASB.

Ref. Publications:

328 Support Services GmbH Dornier ASB-328J-28-018, original issue, dated 03 June 2016.

328 Support Services GmbH Dornier ASB-328-28-041, original issue, dated 14 June 2016.

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 15 July 2016 as PAD 16-104 for consultation until 12 August 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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