



## Airworthiness Directive

**AD No.:** 2017-0016

**Issued:** 31 January 2017

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:** 14 February 2017

**TCDS Number(s):** EASA.A.096

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2016-0169 issued on 17 August 2016.

### 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), and  
Dornier 328-300 aeroplanes, all s/n.

#### 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 Dornier 328 Service Bulletin (SB) SB-328-28-490 or SB-328J-28-241, as applicable, 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 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 SB (ASB) ASB-328-28-041 (for Dornier 328-100) and ASB-328J-28-018 (for Dornier 328-300), providing inspection instructions.

Consequently, EASA issued AD 2016-0169 to require a one-time inspection of the fuel line clamps and, depending on findings, replacement. That AD also required the reporting of all inspection results to the design approval holder.

Since that AD was issued, it was determined that repetitive inspections are necessary and 328 Support Services revised the applicable ASBs accordingly.

For the reason described above, this AD retains the requirements of EASA AD 2016-0169, which is superseded, and requires repetitive inspections of all Hydraflow fuel line clamps and continued reporting to the TC Holder.

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

Required as indicated, unless accomplished previously:

Note: 328 Support Services ASB-328-28-041 Revision 1 and ASB-328J-28-018 Revision 1 are hereafter referred to collectively as 'the applicable ASB' in this AD.

#### **Repetitive Inspections:**

(1) Within 6 months after 31 August 2016 [the effective date of EASA AD 2016-0169], and, thereafter, at intervals not exceeding 2 500 flight hours, inspect all Hydraflow fuel line clamps as identified in, and in accordance with the instructions of, the applicable ASB.

#### **Corrective Action(s):**

(2) If, during any 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.

#### **Reporting:**

(3) Within 30 days after each 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.

#### **Credit:**

(4) Inspection and corrective action on an aeroplane, and reporting accomplished before the effective date of this AD in accordance with the instructions of 328 Support Services ASB-328-28-041, or ASB-328J-28-018, as applicable, at original issue, is an acceptable method to comply with the initial requirements of paragraphs (1), (2) and (3) of this AD for that aeroplane.



**Terminating Action:** None

- (5) Replacement of clamps on an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

**Ref. Publications:**

328 Support Services GmbH Dornier ASB-328J-28-018, original issue dated 03 June 2016, or Revision 1 dated 13 October 2016.

328 Support Services GmbH Dornier ASB-328-28-041, original issue dated 14 June 2016, or Revision 1 dated 13 October 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 08 December 2016 as PAD 16-168 for consultation until 05 January 2017. 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](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: 328 Support Services GmbH, Postfach 1252, D-82231 Wessling, Federal Republic of Germany  
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