


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009- 0031</p> <p>Date: 18 February 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>RUAG Aerospace Services GmbH</p>	<p>Type/Model designation(s) :</p> <p>Dornier 228 series airplanes</p>
<p>TCDS Number : LBA TCDS No. 2031A/SA, 2031B/SA, 2031C/SA</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 76	Engine Controls - Throttle Box Assembly Inspection
<p>Manufacturer(s): Dornier Luftfahrt GmbH</p>	
<p>Applicability: Dornier Model 228-100, 228-101, 228-200, 228-201, 228-202 and 228-212 aircraft, all serial numbers.</p>	
Reason:	<p>Excessive wear on a guide pin of a power lever has been detected during inspections. The total loss of the pin could cause loss of the flight idle stop and lead to inadvertent activation of the beta mode in flight. The inadvertent activation of beta mode in flight can result in loss of control of the airplane.</p> <p>For the reasons described above, this new EASA Airworthiness Directive (AD) introduces a repetitive detailed inspection of the guide pins of the power and condition levers and requires the replacement of the pins that exceed the allowable wear-limits.</p>
Effective Date:	04 March 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) By the schedule specified in table 1 of this AD, do an inspection of the guide pins of the power and condition levers as instructed in paragraphs 2 and 4 of the RUAG Aerospace Dornier 228 Alert Service Bulletin (ASB) ASB-228-279, original issue.</p>

	<table border="1"> <tr> <th>For throttle box assemblies,</th><th>Do the inspection,</th></tr> <tr> <td>With 9 600 hours Time-In-Service (TIS) or less, at the effective date of this AD,</td><td>Upon accumulation of 9 600 total hours TIS.</td></tr> <tr> <td>With more than 9 600 and less than 13 200 hours TIS, at the effective date of this AD,</td><td>Within 1 200 hours TIS from the effective date of this AD.</td></tr> <tr> <td>With 13 200 hours TIS or more, at the effective date of this AD,</td><td>Within 100 hours TIS from the effective date of this AD.</td></tr> </table> <p>Table 1 – Inspection schedule for throttle assemblies.</p> <p>(1.1) If the wear of the pin exceeds the acceptable wear-limits as defined in paragraph 4.1 of the RUAG ASB-228-279 original issue, before further flight replace the pin by a new one.</p> <p>In the event an operator is unable to establish the accumulated hours TIS on a given Throttle Box assembly installed on an airplane, the total hours accumulated on the airplane must be used in the determination of the inspection time for the Throttle Box assembly.</p> <p>(2) Repeat continuously thereafter the inspections of the guide pins of the power and condition levers as instructed in paragraphs 2 and 4 of RUAG ASB-228-279 original issue, within 9 600 Hours TIS from the last replacement of the pin or within 1 200 Hours TIS from the last inspection of the pin if it had been found in the acceptable wear-limits, as applicable.</p>	For throttle box assemblies,	Do the inspection,	With 9 600 hours Time-In-Service (TIS) or less, at the effective date of this AD,	Upon accumulation of 9 600 total hours TIS.	With more than 9 600 and less than 13 200 hours TIS, at the effective date of this AD,	Within 1 200 hours TIS from the effective date of this AD.	With 13 200 hours TIS or more, at the effective date of this AD,	Within 100 hours TIS from the effective date of this AD.
For throttle box assemblies,	Do the inspection,								
With 9 600 hours Time-In-Service (TIS) or less, at the effective date of this AD,	Upon accumulation of 9 600 total hours TIS.								
With more than 9 600 and less than 13 200 hours TIS, at the effective date of this AD,	Within 1 200 hours TIS from the effective date of this AD.								
With 13 200 hours TIS or more, at the effective date of this AD,	Within 100 hours TIS from the effective date of this AD.								
Ref. Publications:	<p>RUAG Aerospace Dornier 228 Alert Service Bulletin ASB-228-279 original issue.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD</p>								
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 14 January 2009 as PAD 09-015 for consultation until 11 February 2009. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this AD, please contact: RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, 82231 Wessling, GERMANY Telephone: + 49 (0) 8153-302280; Facsimile: + 49 (0) 8153-303030 								