



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-140

Issued: 23 October 2018

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

328 SUPPORT SERVICES GmbH

Type/Model designation(s):

Dornier 328-100 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.096

Foreign AD: Not Applicable

Supersedure: None

ATA 57 – Wings – Roll Spoiler Bearing Arms – Inspection

Manufacturer(s):

Dornier Luftfahrt GmbH, Fairchild-Dornier GmbH, AvCraft Aerospace GmbH

Applicability:

Dornier 328-100 aeroplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The ASB: 328 Support Services GmbH (328 SSG) Alert Service Bulletin (ASB) ASB-328-57-043.

Affected part: Bearing arms of roll spoilers, Roll Spoiler Part Numbers (P/N) 001B577A1200000, P/N 001B577A1200001, P/N 001B577A1200002, P/N 001B577A1200003, P/N 001B577A1200004, or P/N 001B577A1200005.

Reason:

Dornier 328 Maintenance Review Board Report provides instructions for a detailed inspection for the roll spoilers, including the bearing arms, by eddy current method. It was reported that whilst performing Maintenance Planning Document Task 57-71-03-02-01, referring to Non-Destructive



Test (NDT) Manual task 57-71-03-318-000-AA0, the stacking of 6 parts at the bearing arm No. 3 prevents detection of cracks with the given EC test settings. The NDT results are distorted by geometric features such as part edges and fastener installations. Furthermore, the access to certain areas is limited for the suggested NDT probe for geometrical reasons. The result of the technical investigation identified that undetected cracks may develop at the roll spoiler bearing arms, leading to a broken (disconnected) bearing arm No. 3, where the actuator is connected.

This condition, if not detected and corrected, could lead to a roll spoiler becoming unresponsive to flight crew control inputs, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, 328 SSG published the ASB to provide appropriate inspection instructions.

For the reasons described above, this AD requires a one-time NDT inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance time as specified in Table 1 of this AD, as applicable, inspect each affected part in accordance with the instructions of the ASB.

Table 1 – Affected Parts Inspection (see Note 1 of this AD)

Flight Cycles (FC) Accumulated	Compliance Time
More than 25 000 FC	Within 2 500 FC after the effective date of this AD
25 000 FC or less	Before exceeding 25 000 FC, or within 2 500 FC after the effective date of this AD, whichever occurs later

Note 1: Unless otherwise indicated, the FC specified in Table 1 of this AD are those accumulated by the aeroplane since first flight.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any crack or other damage is detected, before next flight, contact 328 SSG for approved repair instructions and accomplish those instructions accordingly.

Reporting:

- (3) Within 30 days after the inspection as required by paragraph (1) of this AD, report all findings (including none) to 328 SSG. This can be accomplished by using the instructions of the ASB.

Ref. Publications:

328 Support Services GmbH ASB-328-57-043 approved on 02 October 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.



Remarks:

1. This Proposed AD will be closed for consultation on 20 November 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: 328 Support Services GmbH, Postfach 1252, D-82231 Wessling, Federal Republic of Germany, Telephone: +49 (0)8153 88111 6666; Fax: +49 (0)8153 88111 6565, E-mail gsc.op@328support.de.

