



Airworthiness Directive

AD No.: 2018-0254R1

Issued: 04 June 2019

Note: This Airworthiness Directive (AD) is 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.

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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

328 SUPPORT SERVICES GmbH

Type/Model designation(s):

Dornier 328-100 aeroplanes

Effective Date: Revision 1: 11 June 2019
Original issue: 07 December 2018

TCDS Number(s): EASA.A.096

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2018-0254 dated 23 November 2018.

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 (EC) 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, EASA issued AD 2018-0254 to require a one-time NDT inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, it was noted that an error had been made in the compliance times, creating an inconsistency with those in the ASB. This AD is revised to correct those errors.

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 flight hours (FH) after 07 December 2018 [the effective date of the original issue of this AD]
25 000 FC or less	Before exceeding 25 000 FC, or within 2 500 FH after 07 December 2018 [the effective date of the original issue 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 23 October 2018 as PAD 18-140 for consultation until 20 November 2018. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. 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, Telephone: +49 (0)8153 88111 6666; Fax: +49 (0)8153 88111 6565, E-mail gsc.op@328support.de.

