



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-177

Issued: 25 September 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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: This AD supersedes Luftfahrt-Bundesamt (LBA) AD 2000-294 dated 21 September 2000, LBA AD 2002-001 dated 10 January 2002, and EASA AD 2008-0009 dated 11 January 2008.

ATA 05 – Time Limits / Maintenance Checks – Certification Maintenance Requirements / Airworthiness Limitations Section – Amendment

Manufacturer(s):

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

Applicability:

Dornier 328-100 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The ALS: 328 Support Services GmbH (328 SSG) Dornier 328-100 Airworthiness Limitations Document (ALD), document TM-ALD-010693-ALL, Revision 17, and 328 SSG Dornier 328-100 Certification Maintenance Requirements (CMR), document TM-CMR-010793-ALL, Revision 13.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For



affected Dornier 328-100 aeroplanes registered in Europe, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

New and/or more restrictive tasks: This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations and certification maintenance requirements for the 328 SSG Dornier 328-100, which are approved by EASA, are currently defined and published in the Dornier 328-100 ALD, TM-ALD-010693-ALL, and the Dornier 328-100 CMR, TM-CMR-010793-ALL. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, LBA and EASA issued various ADs, each one requiring certain maintenance actions that are now included in the ALS, as defined in this AD.

For the reason described above, this AD retains the requirements of LBA AD 2000-294, LBA AD 2002-001 and EASA AD 2008-0009, which are superseded, and takes over the applicable Dornier 328-100 requirements from EASA AD 2006-0197 and EASA AD 2010-0054, and requires accomplishment of the actions specified in the ALS.

EASA has also published PAD 19-178 for consultation, anticipating a new AD which will take over the applicable Dornier 328-300 requirements from EASA AD 2006-0197 and EASA AD 2010-0054. In addition, EASA has published PAD 19-179-CN to propose the cancellation of those EASA ADs. Once the Final AD for this PAD and that for PAD 19-178 are published, it is expected that EASA AD 2006-0197 and AD 2010-0054 will be cancelled.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to aeroplane configuration:
 - (1.1) Replace each component before exceeding the applicable life limit; and
 - (1.2) Within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in TM-ALD-010693-ALL, Section D, for fatigue and damage tolerance inspections, are those identified in Section D of the Maintenance Review Board Report (MRBR), TM-MRB-010693-ALL, Revision 11, or later approved revisions.



Corrective Action(s):

- (2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable 328 SSG maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact 328 SSG for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous ALS revision, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable, depending on aeroplane configuration, within the compliance times as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable, depending on aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD compliance:

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

328 SSG Dornier 328-100 ALD document TM-ALD-010693-ALL Revision 17 dated 31 July 2019.

328 SSG Dornier 328-100 CMR document TM-CMR-010793-ALL Revision 13 dated 30 April 2007.

328 SSG Dornier 328-100 MRBR TM-MRB-010693-ALL, Section D, Revision 11 dated 01 December 2014.

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



Remarks:

1. This Proposed AD will be closed for consultation on 23 October 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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.

