



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-067

Issued: 12 June 2024

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:

DEUTSCHE AIRCRAFT GmbH

Type/Model designation(s):

Dornier 328 aeroplanes

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

TCDS Number(s): EASA.A.096

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Nose Landing Gear Uplock Bracket – Inspection

Manufacturer(s):

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

Applicability:

Dornier 328-100 and Dornier 328-300 aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected part: Nose Landing Gear (NLG) Uplock Bracket Assembly having Part Number (P/N) 001A322D3100002.

Serviceable part: An affected part which is new (never installed).

The SB: Deutsche Aircraft GmbH Service Bulletin (SB) SB-328-32-599 (for Dornier 328-100 aeroplanes) Revision 1 and SB-328J-32-356 (for Dornier 328-300 aeroplanes) Revision 1, as applicable.



Reason:

An occurrence of affected part cracking was reported.

This condition, if not detected and corrected, could lead to uncommanded NLG extraction which, in combination with one engine inoperative condition during initial climb, may result in reduced climb performance, with possible impact with terrain or obstacle.

To address this potential unsafe condition, Deutsche Aircraft GmbH issued the SB to provide inspection instructions.

For the reason described above, this AD requires a one-time inspection of the affected part and, depending on findings, corrective actions. This AD also requires reporting the inspection results to Deutsche Aircraft GmbH.

This AD is considered to be an interim measure and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable, accomplish a one-time detailed inspection of the affected parts installed on an aeroplane in accordance with the instructions of the SB.

Table 1 – One-time detailed inspection

Aeroplane Model	Compliance Time (flight hours (FH) or months, whichever occurs first after the effective date of this AD)
328-100	9 000 FH or 30 months
328-300	3 300 FH or 30 months

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the SB, is detected, before next flight, accomplish all the additional detailed inspection of the fasteners, as detailed in and in accordance with the instructions of the SB, and replace the affected part with a serviceable part in accordance with the instructions of the SB.
- (3) If, during the additional detailed inspection of the fasteners, as required by paragraph (2) of this AD, any discrepancy is detected, before next flight report the inspection result(s) to Deutsche Aircraft GmbH to obtain corrective action instructions and accomplish those instructions accordingly.

Reporting:

- (4) Within 30 days after the inspection as required by paragraph (1) of this AD, report the inspection results, including no findings, to Deutsche Aircraft GmbH.



Ref. Publications:

Deutsche Aircraft GmbH SB-328-32-599 Revision 1 dated 02 May 2024.

Deutsche Aircraft GmbH SB-328J-32-356 Revision 1 dated 30 April 2024.

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 10 July 2024.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Deutsche Aircraft GmbH, Oberpfaffenhofen Airport, D-82234 Wessling, Federal Republic of Germany; Telephone: +49 (0)8153 88111 6666; Fax: +49 (0)8153 88111 6565; E-mail: gsc.op@deutscheaircraft.com.

